

# Hongkong Daily Press.

ESTABLISHED 1857.

No. 13,345 號五拾肆百叁千叁萬壹第 日肆十月十年六十二緒光 HONGKONG, SATURDAY, DECEMBER 15TH, 1900. 陸拜禮 號伍十月十年百九千壹英港香 PRICE \$2½ PER MONTH

**DISINFECT**  
WITH  
**WATSON'S  
HYGIENOL.**  
(REGISTERED).

**A. S. WATSON & CO.  
LIMITED,**  
THE HONGKONG DISPENSARY.

**CUTLER, PALMER & CO.**  
WINE SHIPPERS SINCE 1815,  
Who have consigned their Brands to Hongkong  
for over half a century.  
Apply to G. C. ANDERSON,  
Hongkong, 13, Praya Central

**SQUARE BOTTLE WHISKY**  
The sale of this good Scotch increases month  
by month. It is of Superb Quality and of  
CUTLER, PALMER & CO.'S SELECTION.  
Sole Agents for it—  
LANE, CRAWFORD & CO.  
Hongkong.

**JOHN WALKER & SONS'**  
FAMOUS  
**KILMARNOCK WHISKY.**

This World-renowned,  
FINE OLD HIGHLAND WHISKY is shipped  
by CUTLER, PALMER & CO., and  
are obtainable in Hongkong of  
SIEMSEN & CO.  
Hongkong, 26th July, 1897.

**CUTLER, PALMER  
& CO.'S**

Price \$10.75 PER DOZEN  
Net

**"SPECIAL BLEND" WHISKY**  
Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies

Apply to  
SIEMSEN & CO. Hongkong.

**HONGKONG HIGH-LEVEL TEAM-  
WAYS COMPANY, LIMITED.**

**TIME TABLE.**  
WEEK DAYS.

7.30 a.m. to 9.30 a.m. Every quarter of an hour  
9.30 a.m. to 10.30 a.m. Every ten minutes  
10.30 a.m. to 11.30 a.m. Every quarter of an hour  
11.30 a.m. to 1.30 p.m. Every quarter of an hour  
1.30 p.m. to 3.30 p.m. Every quarter of an hour  
3.30 p.m. to 5.30 p.m. Every quarter of an hour  
5.30 p.m. to 7.30 p.m. Every quarter of an hour  
Night cars at 8.45 p.m. and 9 p.m. and from  
9.45 p.m. to 11.15 p.m. every half hour.

**SATURDAY.**  
Extra Night cars at 11.30 and 11.45 p.m.

**SUNDAY.**  
4.15 a.m. to 10.15 a.m. Every half hour  
10.30 a.m. to 11.30 a.m. Every ten minutes  
Noon to 2 p.m. Every quarter of an hour  
2.45 p.m. to 9 p.m. Every quarter of an hour  
Night cars at 8.45 p.m. and 9 p.m. and from  
9.45 p.m. to 11.15 p.m. every half hour.

**SPECIAL CARS** by arrangement at the Com-  
pany's Office, 28 & 40, Queen's Road Central.  
JOHN D. HUMPHREYS & SON,  
General Managers.

Hongkong, 1st May 1899.

**VICTORIA  
CYCLE  
EMPORIUM.**

THE pleasure of cycling consists in having  
a first class Machine, and the above Es-  
tablishment is always leading in this respect.  
We are Agents for the famous "NEW  
HOWE" and "MONOPOLE" CYCLES,  
and we also supply fittings of every description.  
Repairs can be had in second hand Machines.  
Repairs executed with promptitude and skill.  
Enamelling a specialty.

MCKIRBY & CO.  
43 & 45A, QUEEN'S ROAD EAST.  
Hongkong, 3rd November, 1899.

**RUINART PERE & FILS, REIMS**  
Established 1719.  
CHAMPAGNE GROWERS AND  
SHIPPERS.

Ship only the Finest Quality  
Extra Dry (Green Seal)  
LAUTS, WEGENER & CO.  
Sole Agents.  
Hongkong, 17th May 1895.

**GREEN ISLAND CEMENT COMPANY**  
**PORTLAND CEMENT.**  
\$5.00 per Cask of 37½ lbs net ex Factory.  
\$3.00 per Bag of 250 lbs.

SHEWAN, TOMES & CO.  
General Managers.  
Hongkong, 2nd July, 1900.

**LANE, CRAWFORD & CO.**  
A VARIED ASSORTMENT OF  
**CHRISTMAS AND NEW YEAR GIFTS.**  
FANCY LEATHER GOODS.  
ELECTRO-PLATED WARE.  
LAMPS AND LACE SHADES, ETC.  
AYALA AND ROUSSILLON CHAMPAGNE.  
WINES, SPIRITS AND LIQUEURS.

**CUTLER, PALMER & CO.**  
ESTABLISHED IN LONDON IN 1815.  
SHIPPERS TO CHINA FOR 75 YEARS.  
Their Brands are favourably known all over the World.  
The following are some of their Stocks with the undersigned—  
**SUPERB OLD COGNAC,** C.P. & Co.'s INVALIDS' PORT  
\$22.50 PER DOZ. \$20 PER DOZ.  
Distinguished by 4 Stars on the label. This fine Wine is old, soft, and of grand flavour.  
See analysis and certificate by Professor Cassal.

**DOURO PORT,**  
\$14.25 PER DOZ.  
A fine, full, and fruity wine.

**AMOROSO SHERRY,**  
\$20 PER DOZ.

**LA TORRE SHERRY,**  
\$16.75 PER DOZ.

A natural and most pleasant wine to the taste.

**BENEDICTINE LIQUEUR—**  
D.O.M.,  
\$39.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG.

**CANADIAN CLUB RYE  
WHISKY.**

THIS DESERVEDLY POPULAR WHISKY IS NOW TO BE  
OBTAINED IN FINE FLASKS, AND IN THIS FORM WILL BE  
FOUND INVALUABLE FOR THE USE OF SPORTSMEN AND  
OTHERS.

**CALDBECK, MACGREGOR & CO.**  
WINE AND SPIRIT MERCHANTS.

15, Queen's Road,  
Hongkong, 5th December, 1900.

**COTTAM & CO.**

DRESS SHIRTS. DRESS SHOES.

DRESS TIES. DRESS GLOVES, &c., &c.

**SCHLITZ WORLD FAMED  
BEER**

IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.

**TONIC AND REFRESHING.**

SOLE AGENTS—

**WATKINS, LIMITED,**

CHEMISTS, AERATED WATER MANUFACTURERS, AND

COMMISSION AGENTS,

HONGKONG.

**PHOTOGRAPHIC**

PLATES, PAPERS AND CHEMICALS.

EASTMAN'S KODAK'S, FILMS AND ACCESSORIES,  
DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & Co.,  
17A, QUEEN'S ROAD, HONGKONG.

**THE VICTORIA DISPENSARY,**  
HONGKONG.

**AERATED WATERS.**

SODA WATER. LEMONADE.

SARSAPARILLA. TONIC WATER.

GINGER ALE. RASPBERRYADE.

LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers

**FINE OLD WHISKIES.**

**F.O.B. VERY OLD.** **CLUB.** **DEWAR'S EXTRA SPECIAL.**  
\$15.00 Per Doz. \$12.00 Per Doz. \$14.00 Per Doz.

SOLE AGENTS—

**H. PRICE & CO.,**

12, QUEEN'S ROAD.

**THE ROBINSON PIANO**

**COMPANY, LIMITED,**

Are introducing TWO ORIGINAL DESIGNS of their well-known PIANOS "Made in  
Hongkong," and as they are gradually increasing their staff of workmen and have always from  
Fifteen to Twenty Pianos in course of construction, they can now guarantee completion of  
orders within a few days. Samples can be inspected at our Show Rooms.

Valuable Instruments perfectly restored and modernized.

**XMAS GOODS! XMAS GOODS!!**

JUST RECEIVED AND UNPACKED IN SPLENDID CONDITION.

A VERY FINE ASSORTMENT OF FRENCH, ENGLISH AND AMERICAN

**FANCY SWEETS, CHOCOLATES, BISCUITS, & CAKES, &c.**

ALSO A FINE DISPLAY OF

**PARISIAN TOYS**

FOR BOYS AND GIRLS OF ALL AGES.

RIVER AND COAST PORT ORDERS PROMPTLY EXECUTED.

**G. GIRAULT,**

8, QUEEN'S ROAD CENTRAL.

**W. BREWER & CO.**

**NEW BOOKS.**

Navy and Army, Volume 10 \$10.00

Lepcha Land, Six Weeks in the Sikkim Himalayas, by Florence Donaldson... 7.50

Little Folks, Christmas Volume... \$2.25 & 3.00

As Talked in the Sanctum, by Consul-General Wildman... 2.50

Allan Adair, by Gordon Stables... 2.25

Edward Barry, South Sea Pearler, by Louis Becke... 1.50

The Woman of Death, by Guy Boothby... 1.50

Tommy and Cris, by Barris... 1.50

Heroes of the United Service, by Valen- tine... 4.50

China the Long-lived Empire, by Sold- more... 5.00

**BOYS AND GIRLS' BOOKS**

in Enormous Variety, from 70 cents.

**TUCK'S PICTURE BOOKS.**

**ANNUALS** of every description.

**AUCTIONS**

**PUBLIC AUCTION.**

The Undersigned has received instructions  
to Sell by Public Auction,  
TO-DAY (SATURDAY),  
the 15th December, 1900, at 2.30 p.m., at his  
Office, Duddell Street, the equity of  
redemption of and in  
TWEED, SERGE, CRICKETING  
FLANNEL (Gosp Shunk) in Suit Lengths.  
LADIES' DRESS MATERIALS.  
SOCKS, STOCKINGS, BLANKETS,  
&c., &c., &c.

TERMS OF SALE.—As Customary.

V. I. REMEDIOS,  
Auctioneer.

Hongkong, 13th November, 1900.

**PUBLIC AUCTION.**

BY ORDER OF THE SECOND  
MORTGAGEE.

MR. GEORGE P. LAMBERT has re-  
ceived instructions from the Second  
Mortgagee to offer for sale by Public Auction,  
on  
WEDNESDAY,  
the 19th December, 1900, at 3 o'clock p.m., at  
his Office, Duddell Street, the equity of  
redemption of and in  
ALL THAT PIECE OR PARCEL OF  
GROUND situated at Victoria in the Colony of  
Hongkong and registered in the Land Office as  
Inland Lot No. 962.

The Premises, upon which is erected the mes-  
sage, No. 42, D'Aguiar Street, are held for the  
residue of a term of 999 years from the 26th  
June, 1843, at the Annual Crown Rent of  
\$12.00, and are subject to a Mortgage for \$6,500  
and interest at the rate of \$6.70 per \$1,000 per  
Chinese Month.

Particulars and Conditions of sale may be  
obtained of  
MESSRS. DEACON & HASTINGS,  
10, Queen's Road,  
Vendor's Solicitors,  
and of  
MR. GEORGE P. LAMBERT,  
The Auctioneer.

Hongkong, 4th December, 1900.

**CHRISTMAS!**

**CHRISTMAS!!**

**CHRISTMAS!!!**

**NOW unpacked—**

**TOYS, TOYS, TOYS** of all descrip-  
tions.  
CRACKERS in beautiful variety.  
SWEETS, CHRISTMAS CAKES, &c.  
CHRISTMAS and NEW YEAR CARDS  
a Specialty.  
Inspection Invited.  
THE MUTUAL STORES,  
8 & 10, D'Aguiar Street.  
Hongkong, 24th November, 1900.

**INSURANCE.**

**THE  
STANDARD LIFE ASSURANCE CO.**

The Rates of Premium for Home and foreign  
residences are very moderate and consistent with  
the risk. Immediate reduction to Home Rate  
on return to Europe or other temperate climate.  
For Proposal Forms, rates, and full particu-  
lars, Apply to  
DODWELL & CO., LIMITED.  
Agents  
Hongkong, 9th November, 1899. [3-1873]

**HOTELS.**

**HONGKONG HOTEL.**

A First Class Hotel in every respect

Elegantly Furnished Reading, Music, and  
Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from  
Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by  
Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor

CHARGES MODERATE.

THE  
**PEAK HOTEL.**

City Office: 7, Duddell Street.

**HOTEL CRAIGIEBURN.**

**PLUNKET'S GAF, The PRAX, near the  
Tram Terminus.**

Tel. 55.

For Terms, apply to the  
MANAGER.

Hongkong, 2nd July, 1900.

**THE WAVERLEY HOTEL.**

ICE HOUSE STREET, HONGKONG.

**FIRST-CLASS PRIVATE HOTEL.**

Handsome Furniture and Breezingly  
Spacious Rooms.

Very MODERATE TERMS to FAMI-  
LIES, by the DAY, WEEK, or MONTH.

SINGLE ROOMS from \$4 a day, inclusive  
of BOARD and ATTENDANCE.

**THE CONNAUGHT HOTEL.**

A FIRST CLASS HOTEL of 45 Bed-  
rooms, elegantly furnished.

The Hotel is situated near all the Banks and  
Principal Offices in the Colony.

Special Attention paid to the Comfort of  
Guests.

Cuisine excellent; under Experienced Ma-  
nagement.

Terms Moderate.

A. FONSECA,  
Manager.

Hongkong, 1st December, 1899.

**KOWLOON HOTEL.**

THIS HOTEL is situated in a quiet  
locality, away from the din and distur-  
bance of the City, and surrounded by a deligh-  
ful Garden. It is an ideal place of Residence.  
The building stands on an eminence, giving a  
magnificent view of the Harbour and the  
City of Victoria. It is within easy access of  
the Kowloon Wharves, where the principal  
Mail Steamers disembark Passengers, and from  
which there is a regular ferry service to Hong-  
kong.

Bowling Alleys and Billiards.

The Cuisine is Excellent.

J. W. OSBORNE, J. H. DOWNS,  
Proprietor, Manager.

Hongkong, 8th September, 1900.

**HING KEE HOTEL.**

(ESTABLISHED 1873)  
**MACAO.**

THIS First class and well-famed establish-  
ment is pleasantly situated in the centre  
of PRAYA GRANDE, facing south, with a  
charming view of the sea on the front. Com-  
fortable and well furnished Bedrooms.

Cuisine Excellent. Prompt Attendance.

Terms very Moderate.

L. HING KEE, Proprietor.

Telegraphic address: "HINGKEE" [1619]

**NOTICE.**

STEAMERS calling at Amoy can be supplied  
with the highest class of JAPANESE  
BUNKER COAL.

For terms, &c., apply to  
LAPPAK, CASS & CO.  
Amoy, 10th October, 1900.



**INTIMATIONS.**  
**BROWN, JONES & CO.**  
 MONUMENTAL SCULPTORS.  
 AMERICAN MARBLE.  
 ITALIAN MARBLE.  
 HONGKONG GRANITE.  
 Designs and Prices on application.  
 Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR.

**A. S. WATSON & CO.,**  
 LIMITED.

**SPECIALITIES FOR THE**  
**SEASON.**

**PORT WINE**  
 AND  
**SHERRY**  
 of the finest Vintages.

**CLARETS**  
 including Wines from the most celebrated Chateaux.

**SCOTCH WHISKY.**  
 Our Whiskies are so well known and appreciated that comment is unnecessary.

**CONFECTIONERY.**  
 Imported from the leading London and Parisian Houses.

**COGNAC BRANDY.**  
 Hennessy's finest productions.  
 Quality guaranteed.

**AERATED WATERS**  
 Absolute purity guaranteed.

**A. S. WATSON & CO.**  
 LIMITED.  
 THE HONGKONG DISPENSARY.  
 ESTABLISHED 1841.

**MARRIAGE.**  
 At the Peak Church, on Thursday, the 13th December, 1900, by the Rev. F. T. Johnson, M.A., ROBERT FARE DUFFY, of Shanghai, to LOUISE JENNY ELLIOTT, only daughter of W. J. H. ELLIOTT, of Woodlands, Hampshire.

**The Daily Press.**  
 HONGKONG OFFICE: 14, DES VUEX ROAD CL.  
 LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, December 15th, 1900

ALTHOUGH, compared with the old empires of Egypt and Babylon, China is but a thing of yesterday, she may yet claim a reasonable antiquity. It is true that the great Emperor TSIN SHIH-WANG first amalgamated the whole into a single state some two and a quarter centuries before the Christian era, but every schoolboy in China knows that for centuries antecedent there existed numerous kingdoms, which, although not always in harmony, still claimed a common descent, and had in this a common bond of union like that that prevailed in old Greece when the curtain of history first opens. China possesses a literature claiming to be of ancient date, and there are undoubted fragments which go back as far as the times of HOMER, and which, though unfortunately overmuch "restored" some two thousand years ago, do throw some light on the antiquities of the land. In these respects China is to the historian fortunately situated when compared with Babylon and Egypt, or even old Greece. As a people the Chinese have, in outward show at least, an exalted reverence for antiquity, and quote as models of government in the present day facts and opinions alleged to be thousands of years old. WEI WANG, for instance, even then a shadowy sovereign as VOITSEKENS to the present generation of Englishmen, was boldly quoted by the sage MENGZIUS as an example of all that a monarch should be, and rules of governance within, and precedents for foreign intercourse without, were drawn from his supposed administration of an assumed Empire. With all these things in view, we might with confidence expect to be able to turn to China as *par excellence* the land where antiquities were carefully guarded, and the highest respect was paid to the remains of

antiquity. It is one of the most remarkable things connected with a remarkable people with whom duality is a primary instinct, that in nothing is the strange gulf which in China exists between precept and practice more clearly exhibited than the contempt with which, in the face of the most exalted professions to the contrary, the Chinaman treats the few remains of antiquity he has permitted to survive. All Europe when the news came to it of the sacking and destruction of the Summer Palace at Peking was shocked at the vandalism of the deed. Not so the Chinaman, who, until prompted by his Western instructors, saw nothing in it he would not himself have done, without a momentary thought that the damage he was doing was irretrievable, and that the crime was against human nature itself. No one is readier than the average Chinaman to unite the pretence of the most lofty sentiments with the practise of the meanest vice. Alone perhaps of human beings, he is able to profess belief in three incompatible religions, while practising none. It was an apt illustration of this peculiar phase of Chinese character that, while the handful of foreigners shut up in the British Legation grounds in Peking, expecting daily to be barbarously murdered did their assailants once get an entrance, were hesitating in their respect for the records of the past to inflict any damage on the buildings containing the library of the Hanlin College, the Chinese in their indifference to anything else than their momentary passions deliberately set the torch to a library which in China occupied the place of the great historical collections at the British Museum or the Louvre. As a fact, the destruction of the building really added to the strength of the foreigners' position, but that is neither here nor there in the argument, as the destruction proceeded from no such benevolent cause. If, turning away from this latest instance of the national disregard for its antiquities, we look abroad through the empire, the total absence of any visible record of the past is as complete as in the islands of the Pacific, where want of space has been the enforced cause of the occupation of every available inch of ground. Want of space is, however, not the cause in China, where nothing is so remarkable as the encumbrance of the soil with the remains of the past generation, only after the lapse of the next two or at most three generations, to be destroyed, and with as little compunction as may be ousted, to make way for those who followed, and whose influence for mischief in the family position may still be potent. Even the savages who lived in past ages along the coasts of the Atlantic Ocean have left their remains in long mounds which subsequent ages have for the most part respected, and in which the explorer of the present can find interred a rough history of the past. In the ruins of Egypt and Mesopotamia the modern historian has been able to carry authentic history back for a space certainly approaching six thousand years, and much knowledge as to the progress of civilisation in the past has been thereby accumulated which otherwise would have been lost. In the buildings of these and many other nations the makers had ideas beyond the mere moment, and the hope of handing down their history to succeeding generations, long after their own had passed from view, was over the predominant feeling. They in fact devoted of their best to futurity, and nothing in the way of art or expense was too good to be employed in these monuments, which now, after a lapse of thousands of years, are beginning to yield up to modern exploration their treasures. Even when we come to India, late though the period of writing came into vogue, we find the same care taken on their monumental works, and if we cannot from the monuments learn the secrets of written history, we can at least judge of the condition of the arts at successive periods. When we come to China, alone of all the nations pretending to antiquity, an utter absence of any feeling of the sort meets us. Chinese art from the beginning has been mere shoddy, and the spirit of the jerry-builder has presided in the erection of the stateliest edifices. The consequence is that we seek in vain for any edifice more than a most, a century or two old. The city of Tientsin has existed on its present site for probably the last three thousand years, yet we search in vain for a stone or an inscribed brick extending even to the time of the Ming. According to MAO POLO, Ching-kiang in his days was the seat of an important Christian community, yet not one trace is left. The only remaining monument of the former prevalence of this faith is the steeple at Hsianfa, yet within the few years that it has been disclosed it has been permitted from sheer carelessness to drop into decay. A yamen or a temple once built, and built, be it observed, of the shoddiest of materials, is never repaired till it falls of sheer decay, and in its decay instead of a noble and picturesque ruin such as we find in nearly every village in the West, presents in nearly every village in the West, presents nothing more graceful than a heap of rubbish of bricks and plaster mixed with a few

rough and rotten poles no better than we might expect to find from the decay of an ordinary farm building. A few rifled mounds, given over to the agriculturist to do his worst to, are all that remain of the tombs of the ancient monarchs of Ts'i, who, if they had no other recommendation, are of interest in connection with the Chinese sage, Confucius, and a few nearly levelled tumuli are all the external evidence remaining in lower Kiangsu of the once important kingdom of Wu, to which Japan owed its earliest lessons in civilisation.

The telegram from our London correspondent which we publish in to-day's issue throws some light on the report that the Allies have rejected the mediation of Li HUNG-CHANG as peace-negotiator. The story in deed in its first and unmodified form seemed improbable, for it could hardly be imagined that the Ministers representing the Powers at Peking would wait for months before objecting altogether to one of the two negotiators nominated to act for China. Suggestions to add members of the reactionary party to the Chinese plenipotentiary body were rejected summarily at the beginning of the discussion on terms of peace. LI HUNG-CHANG's appointment, it is true, was then hotly opposed by a great number of residents in the treaty ports, but the official view, which seems to have been that the present Viceroy of Chihli was the only man of sufficient weight to represent China in a discussion with the Powers, prevailed, and LI HUNG-CHANG was associated with Prince CHING, the only possible candidate among the Princes, on the showing of all the Ministers at Peking. We cannot conceive that the Allies would at this date reject Li altogether, unless indeed he were discovered to be in secret communication with the leaders of the Boxer movement, now disowned (on paper, at least) by the Imperial Government. Our London telegram, however, explains the difficulty. We were told at the beginning of the month that the Foreign and Chinese representatives had met on the 3rd instant to examine one another's credentials. We now hear that some of the Foreign Ministers refuse to recognise the credentials of LI HUNG-CHANG and Prince CHING until there is affixed to them the private seal of H.M. the Emperor KWANG HUI. The request for the Emperor's direct recognition is not only reasonable, but necessary. It is a matter of historical experience that in dealing with the Chinese Government it is impossible to have too many securities. More especially is such a precaution essential in the present case, when the Powers seem to be on the eve of obtaining a more rational system of intercourse with the head of the Chinese Empire. The objection of the Ministers to plenipotentiaries without their sovereign's fullest sign of recognition is a vital one. What really is worthy of comment in Mr. Conger's despatch is that it is only "certain of the Ministers at Peking" who insist on the affixing of the Emperor's seal. The others, it is to be feared, are continuing in that policy of weakness which can only raise unjustifiable hopes among the Chinese. If there is any matter on which unanimity among the Allies is desirable, it is on the question of the absolute *bona fides* of the Chinese representatives. [As we go to press the news arrived that the Imperial seal is to be affixed to the credentials.]

We learn that the Robinson Piano Co., Ltd., are arranging a concert to take place in Canton on the 26th inst., at which Mr. Alec Marsh is announced to appear, assisted by several of the leading amateurs of Hongkong.

Next to the Harbour, in which 70 cases were found during the year, the greatest numbers of dead bodies of plague sufferers found were—Yanmat 43, Praya Reclamation Central 15, Kowloon Point, Mongkoktan, and Hung Hon 14 each, Praya West 13, Canton Wharf and Queen's Road East 12 each.

Dr. Francis Clark mentions in his report on this year's plague epidemic at Hongkong that early in the year the Government procured a considerable quantity of Hoffmann's prophylactic serum, but unfortunately it has not been found possible to persuade many of the Chinese to accept protection in this form.

We are requested by the commandant of the Hongkong Volunteer Corps to say that he hopes that all employers in whose establishments members of the Corps are employed will kindly release them, or as many of them as possible, from duty by 1 p.m. to-day, in order that they may take part in the Field Day with the Regular Troops of the Garrison.

Mr. A. G. Ward, the talented organist of St. John's Cathedral, has just composed two very pretty waltzes, one of which will be sung at the close of evening by the choir of Sunday next. The second hymn will be sung on the Sunday following. Mr. Ward has composed some excellent church music, his *Te Deum*, for example, which is one of the best in the repertoire of the Cathedral choir, and was originally composed for a festival of choral in Oxfordshire. It is to be hoped Mr. Ward's musical duties will not deter him from accomplishing more good work in this beautiful art of composition of church music.

The annual bazaar in connection with the *Asile de la Sainte Enfance* was well patronised yesterday by the ladies of the colony. It will be open again to-day.

The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—Parsee Charity Fund, \$100.

The tank steamer *Sabine Rickmers*, which had been filled as far as she could hold with water, commenced to discharge the same at about three o'clock yesterday afternoon with the view of raising the *Frederick Canton River*. Up to the present the *Sabine Rickmers* has risen three feet. So far the operations have been very successful.

In reference to the reported Anglo-Portuguese alliance, a correspondent writes to us from Macao under date the 14th instant:—For a few days past there has been a rumour current at Macao that H. E. the Governor has received a cable to the effect that a treaty of alliance, defensive and offensive, had been settled between Britain and Portugal.

According to the *Lancet*, perhaps nothing that the South African War has demonstrated has been more marked than the important part which tobacco plays in the soldier's existence. Whether this is to be reckoned as a great fact or a small one, there can be no doubt about the truth of it. We are inclined to believe that, used with due moderation, tobacco is of value second only to food itself when long privations and exertions are to be endured.

A strange experiment in the feeding of an army is being made by the American War Department. Twenty-five men and some food capsules are at Oklawaha. The men are being put through warlike evolutions daily, and they are living on the capsules, a pound of which is allowed each man daily. There are three varieties of capsules, one consisting of evaporated beef and wheat, which is boiled up into soup with chocolate, pepper, and salt; another of meat, bread, and tea; and the third of pea-flour, evaporated beef, and bacon. (The men will be carefully watched for a month.)

We believe, says the *Standard*, that the recent high price of coal is due chiefly to three causes:—the industrial activity which makes use of greater quantities, the increased export, and the cost of inland transit by rail. The first cause, we believe, will be largely nullified by the greivous use of electricity. The second seems to have a comparatively slight effect, and in any case it is not a thing which we can remedy without compensating disadvantages. The third is a matter which calls loudly for reform, and it is in the interests of the railway companies themselves to remedy it, for the high price of coal to which they contribute must result in an increase of their own working costs. Meantime there is always the ultimate check upon an advance in price in the growing exportation of foreign coalfields. It is worth noting that many of the richest fields are in our own colonies; so that if the balance is to be redressed, the means of redress may come from within the limits of the Empire.

The U.S. Consul at Bangkok says of the recently established Japanese Museum of Commerce there that it is proving an increasing success. The Oriental merchant, he says, has little use for catalogues, price lists, and pictorial advertisements. He objects to the commercial traveller for the reason that his samples go with him, and he leaves nothing to enable the purchaser to compare the goods delivered with those ordered. At Bangkok, the samples can be inspected and the goods compared with the samples; the merchant can deal with a firm that is established in his city, and the goods are not to be paid for until he is satisfied that they are what he ordered. The straightforward manner of fixing the purchasing price appeals both to the Eastern and Western mind. The patrons of the museum are by no means confined to the mercantile class, and the European population of the city are availing themselves in no small degree of this opportunity of doing business with a splendidly stocked Japanese bazaar.

The *Foochow Echo* of the 8th inst. gives an account of the athletic sports at that port on the 6th, which was quite a gala day for Foochow. The whole of the community, men, ladies and children, a contingent of some seventy men from H.M.S. *Mohawk*, and several hundreds of Chinese, were all down on the recreation ground enjoying the sports in the finest of fine weather. The committee consisted of Messrs. Ramsay, Simpson, Brockett, Rogers, G. Greig, B. Greig, Balloch, Lachlan and Shearer. Mr. W. A. E. Knight acted as starter and Messrs. Baker and Galt as judges. Mr. Wallace, the Hon. Secretary and Treasurer of the Foochow Cricket and Lawn Tennis Club, was of course present and kept very busy throughout the afternoon. Twelve items were on the programme of a most varied nature, the list of which, a tug-of-war between H. M. S. *Mohawk* and Foochow, was won, after breaking one rope and having a good tussle, with a second one, by the naval team. The afternoon was a great success. It is impossible to say whether it was enjoyed most by the Foochow community or by their visitors from the *Mohawk*. The prizes were presented by Mrs. O'Brien Butler. Our Foochow contemporary has also the following item:—The installation of the W.M. of the Foochow Lodge took place on the 6th inst. The following are the officers for the ensuing year:—W.M., E. Wooley; 1. P. M., G. Balloch; S. W., C. Gray; J. W., T. Kinsman; Chaplain, S. L. C. Gray; P. M., Treasurer, C. Shearer; Rogers; P. M., Secretary, W. A. E. Knight; S. D., H. Knight; J. D., C. Rossmann; T. G., G. Anderson; Tyl, D. Silver.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

## THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

SHANGHAI, 14th December, 8.37 p.m.

## EMPEROR'S SEAL TO BE AFFIXED.

An Imperial Decree authorises the Chinese plenipotentiaries, Prince Ching and Li Hung-chang, to place the Imperial seal on their credentials.

## GERMANS ROUT GENERAL MEI.

Tientsin telegraphs that the Germans have routed General Mei at Tangchow. Looted the baggage, killed forty-three, and have released some notorious Boxers whom he imprisoned, which the British greatly regret. General Mei having steadily suppressed the Boxers and befriended missions.

## FRENCH REPORTED MARCHING ON TAIYUANFU.

Chinese official telegrams report that a French force is marching on Taiyuanfu.

## LI HUNG-CHANG SANGUINE OF PEACE.

Li Hung-chang telegraphs to a prominent native banker here that the prospect of peace is nearing.

LONDON, 13th December, 9.10 p.m.

## THE PEACE NEGOTIATORS—A QUESTION OF CREDENTIALS.

Mr. Conger reports to Washington that certain of the Ministers at Peking have refused to recognize the credentials of Li Hung-chang and Prince Ching until the Emperor's private seal is affixed.

## THE ANGLO-PORTUGUESE AGREEMENT.

LONDON, 13th December, 9.10 p.m.

It is reported that an Anglo-Portuguese Agreement has been arrived at which concerns the question of Delagoa Bay.

## REUTERS' SERVICE.

LONDON, 14th December.

## PARLIAMENT.

Mr. Brodick, introducing the supplementary war estimates of £16,000,000, said he was unable to anticipate any reduction of expenditure before 31st March, as the war must be continued with the strongest possible force. He regretted that it was still impossible to withdraw the troops and Volunteers. The vote was adopted.

## MR. KRUGER IN HOLLAND.

The Dutch Government has informed Mr. Kruger that Holland is unable to do anything unless the Powers took the initiative.

## THE SUPPLEMENTARY WAR VOTE.

The supplementary war vote includes £500,000 for China. Sir Michael Hicks Beach stated that he had 53 millions unexpended and asked for authority to borrow 11 millions.

## LOCAL MOVEMENTS.

H.M.S. *Dido* arrived from Weihaiwei yesterday.

The British transport *Ezra* has returned from the north.

## TO-DAY'S SHAM FIGHT.

The general idea of the tactical exercises in which the local Volunteers will take part to-day is given as follows in the General Orders:—

An enemy's force is reported to have arrived in transports off Mira Bay, and to be landing troops at Shatin. His advance guard is reported to be on the march by the New Road, with the probable intention of shelling the Cosmopolitan Docks, and possibly advancing on Kowloon. Dispositions will be made to secure the situation. Colonel Brown, C.R.E., will command the attacking force, Lieut. Colonel the Hon. R. H. Bertie the defenders.

The corps will land at the pier near the Kowloon Oil Tanks, between Yauwatt and Ly. Chi-Kok and under command of Lieut. Colonel Bertie will attack the right flank of an army on the hills above.

## LATEST STEAMER MOVEMENTS.

The C. P. E. steamer *Empress of India* arrived at Vancouver at 2 a.m. on Thursday, the 13th inst.

The N. Y. K. steamer *Kagoshima Maru* (Bomby Lane) left Bombay via ports for this port on the 13th inst., and is expected to arrive here on the 24th inst.

The H. A. L. steamer *Bombay* from Hamburg left Singapore for this port on the 13th inst., and may be expected here on or about the 16th inst.

## OCCASIONAL NOTES.

From various sources, Mr. Editor, we hear a lot of satisfaction expressed at the Anglo-Portuguese "Alliance," "Treaty," or "Agreement," as it is variously called. Some, however, look only for a renewal of former pledges of amity after the straining of the situation down at Delagoa Bay; others talk of an offensive and defensive alliance. The latter suggestion is a little excessive. It is not likely that the home Government is at the present moment going to break away from the policy of "glorious isolation"—the expression has grown tedious, but it is conveniently short, so I make no further apology for employing it—and we may dismiss this alternative. But it is probable that there is more in the demonstration of the British fleet at Lisbon on the 5th inst. than the mere wish to show that a friendship of long-standing between the two countries is still unimpaired. There undoubtedly has been considerable friction about the action or rather inaction of the Portuguese authorities at Delagoa Bay, as well as over the Delagoa Railway arbitration, and it is not a very bold guess which assumes that there will be something in any new understanding between Britain and Portugal about the important Portuguese possession in South-East Africa. This is especially probable at a time when we are working hand in hand with Germany, who is next most interested in the Bay after ourselves, and with whom some sort of agreement on the question was arrived at in 1888. But apart from all consideration of affairs in Africa, it is gratifying to know that the mother countries of Hongkong and our neighbour Macao are on such excellent terms.

Imagine that your correspondent of the 12th inst., who wrote of the fire of Sunday evening at Beconsfield Arcade under the pen-name of "Bluejacket," had many sympathisers. I thought myself as I read the remarks of the fireman of eight years' standing that our sailors and soldiers, who worked so hard, not merely to the detriment of their Sunday clothes but at the actual risk of serious injury, had been rather ungratefully treated. They at any rate did their best to combat the flames in the absence of our fire-brigade. They are accused of too much zeal, of "interfering" in fact, but this and all the confusion which was so rife at the time were due to the absence of any controlling authority. A fire-brigade can no more run itself properly than can a mob. Some explanation is wanted—I am not alone in saying this, I have heard the remark from innumerable people of the absence from the spot of anyone competent to direct and guide operations. So far as I know, no such explanation has been vouchsafed. I suppose we shall see one in the report of the Brigade next year.

The subject of sailors and soldiers recalls to memory the recent street disturbances between the representatives of various countries who have come into collision with one another in this port and others in the Far East. Happily the troubles have subsided here—chiefly because some of the late combatants have gone to other scenes. So too in Shanghai order seems to have re-established itself. The participants in the rows have let us hope, returned to their senses. Considering the undoubted ill-feeling and jealousy which have marked this "international parade" in China, it is perhaps rather creditable that nothing beyond a few street disturbances has resulted, from the high state of national feeling. Consider, municipal, and military authorities alike have displayed forbearance and tact, and if consequences the wilder spirits have been suppressed. It is satisfactory to know that those in authority have recognised the advantages of mutual concessions and so averted any real quarrel. From all accounts matters have not passed off so smoothly in North China, a fact which may have more bearing than we imagine on the progress of negotiations.

The refuse destructor was very much in evidence (in the spirit) at last week's meeting of the Sanitary Board. Many of us wish that it were in evidence also in reality. We have had enough diseased cattle and swine buried on this island, and the plan of dropping their carcases in the sea did not inspire enough enthusiasm in the past to induce us to welcome it back. Apart, however, from the question of the disposal of these unpleasant bodies, is there not more to be done in the way of getting rid of rubbish in some parts of the city? I suppose we must put up for some years more with the condition of the Harbour frontage from Pedder's Street westward, but I find it hard to suppress an expression of disgust whenever I return from Macao and take a risk-shin from the wharf to the centre of Victoria. This will be changed one day, no doubt. It is gratifying to think what a pleasant and imposing place Hongkong may look in the future, when the present generation are all dead. Our successors may see on landing a well-kept sea-front, permanent wharves and piers, with possibly roofs over them; further on there may be adequate public buildings; and even a Post Office worthy of the name—but not this is too Utopian, and after all it will not matter to us.

## OBSERVER.

In his annual report to the U. S. Government, General Randall, commanding the Department of Alaska, has this to say regarding relief to white men who ventured into Alaska: "I am of the opinion that it would be a mistake for the Government to give any general aid in the venturesome class of white men who come to Alaska. About 300 have been seen on transports and other vessels this season, but none will be sent before the close of the season. The conditions are now generally favourable throughout the States, and the Government of Alaska is returning to their homes in case of failure has without doubt been the most hopeful prospect in view to a considerable number who have come to the country since 1897, and especially in the recent rush to Nome."



## POLICE COURT.

Friday, 14th December.

BEFORE MR. HAZELAND.

## AMERICAN TRANSPORT PRISONERS.

The six men who escaped some time ago from the American transport *Grant* were again brought up and formally remanded for a week, on the application of Inspector Gauld. The seventh was put on board the steamer before she sailed.

BEFORE MR. KEMP.

## ALLEGED LARCENY.

An Indian head watchman was charged with stealing two heads of cabbage from a steamer at Kowloon Wharf.

A watchman on the steamer stated that he saw the defendant board the vessel, which was lying alongside the wharf, and steal the cabbages; they formed part of the cargo.

Defendant said he had never been near the steamer. The charge was a false one.

Magistrate—I'm not satisfied with the evidence. The defendant is discharged.

## BEGGARY.

Lam Sing, a coolie, pleaded guilty when asked if he had entered a house at 14, Tai Wing Lane, and stolen therefrom two pieces of clothing, valued at eighty cents.

He was rewarded with two months' hard labour.

## ANOTHER THIEF.

A cook named Choi Yik admitted entering a house at 7, McDowell Road, and stealing a black woolen jacket and an umbrella. The policeman who arrested him said he had the jacket on, but did not state whether the umbrella was opened.

## THREE WEEKS' HARD LABOUR.

A Chinese constable found in Shing, a coolie, loitering in Two Wi Alley at the unwholesome hour of one o'clock yesterday morning, and suspecting he was there for the purpose of felony, asked him to accompany him as far as the Police Station.

He will keep respectable hours for the next six weeks.

## A DISORDERLY IRISHMAN.

Tom Jones, an Irishman, of no fixed residence, was charged with behaving in a drunken and disorderly manner in Wing Lok Street on Thursday.

Tom admitted the charge, and paid two dollars for this contravention of the bye-laws.

## GAMBLING PROSECUTIONS.

Two batches of gamblers—ten to each batch—were ranged in the dock, one lot the result of a police raid conducted by Inspector Warnock at 134, Hollywood Road, the other of a raid under Inspector McDonald on an unnumbered house at Sham Shui Po. In each case the penalties were the same—keepers, \$15 or six weeks' hard labour; gamblers, \$3 or ten days, all money and implements of gambling to be forfeited to the Crown.

## TWO CHARGES.

Wong Shing had two charges against his name, the first of stealing a jacket, value one dollar, from an engineer; the second, of being in unlawful possession of eight pieces of clothing, one watch, two keys, and three charms, total value, \$12.40, reasonably suspected of having been stolen.

Defendant admitted that the articles, with the exception of the watch, which belonged to himself, were not his property.

On the first charge he was sentenced to three weeks' hard labour; on the second, fined \$10 or 14 days' hard labour, the sentences to run consecutively.

## SEAMEN'S CHURCH MISSION AND FUND.

Mr. H. E. Pollock, the Hon. Treasurer of the Seamen's Church and Mission Fund, acknowledges with thanks the receipt of the following subscriptions to date—

The Hongkong and Shanghai Bank	\$100
Messrs. Butterfield and Swire	100
Jardine, Matheson and Co.	100
The Union Insurance Society of Canton	100
Proceeds of P. O. O. for £10 for	24.35
Mr. W. Tan	50
The Right Rev. Bishop of Victoria	50
The Hongkong and Whampoa Dock Co.	50
Messrs. Lane, Crawford and Co.	50
Carlson and Co.	50
Arnold, Karberg and Co.	50
Siemens and Co.	50
Molchers and Co.	50
Dodwell and Co.	50
The Peninsular and Oriental S. N. Co.	50
Sir Thomas Jackson	25
Messrs. Johnson, Stokes and Master	25
Gibb, Livingston and Co.	25
Bridley and Co.	25
David Sassoon and Sons and Co.	25
Palmer and Turner	25
A. S. Watson and Co.	25
The Hongkong Kowloon Wharf and	25
Godown Company	25
Mr. B. Shaw	25
Messrs. Gillman and Co.	25
Mr. D. Gillies	25
W. J. Saunders	10
Edward Osborne	10
Total received to date	\$1,234.35

## CRICKET.

There being no regular match for to-day, a pick-up will be played between Captain Wall's XII and T. Sercombe Smith's XII. The sides have been picked as follows—

Wall's XII—Franklin, Noble, Langhorne, R. D. Anderson, Ross, R. N. Wilde, Neat, R. N. Ward, Buttanshaw, Thurston, B. N. Hornby.

S. Smith's XII—Stray, Dorehill, Waymouth, Dym, Mack, Good, R. N. Orton, R. N. Head, McLachlan, R. N. Woodcock, Anderson.

Tiffin will take place in the Pavilion. Players are requested to be punctual.

## FOOTBALL.

## HEATHS V. B.

To be played on Monday, the following representing H.K.—

Goal—H. W. Looker, backs—W. H. Russell and U. T. Kow, half-backs—W. H. Howard, J. W. C. Bonnar and S. E. Jenkins, forwards—Lt. Clapham, R. G. A., Capt. Tullock, R. A. J. F. Noble, J. B. Lee and A. B. Lov.

SOFT, FAIR, DISCREET SKIN: A clear and healthy complexion produced by using ROWLANDS' KALYDOR, the most soothing, healing, curative and refreshing preparation, and warranted harmless to the most delicate skin. It prevents and removes freckles, tan, sunburn, redness, roughness, itching, eruptions, eruptions, irritation, blisters, eczema, burns, imparts a luxuriant beauty to the complexion, and arrays the skin, hands and arms in matchless whiteness, unobtainable by any other means. Ask Store and Chemists for ROWLANDS' KALYDOR, and avoid poisonous imitations.

## MURDEROUS ASSAULT.

Another in the long series of outrages with violence that have of late made the Shatin district notorious was perpetrated on Thursday afternoon, when Weng Sam, a foreman in the employ of Tung Tak, carrying on business as a contractor in the colony, was set upon by three robbers and left for dead on the road-side. It appears that Weng Sam, having on his person the sum of \$100 in twenty cent pieces, with which to pay the wages of his master's employees, numbering about two hundred, at Shatin, where building operations are at present going on, got into Tung Tak's private ricksha on Thursday afternoon about four o'clock and, accompanied by two coolies—one in the shafts and the other running behind—set out for Shatin, taking the new road that skirts the hill round to that district. When the sixth milestone had been passed, two men were seen coming along the road towards the ricksha. When nearly opposite the vehicle, another man stepped out from some cover where he had been concealed, and the three summoned the ricksha to stop. All were armed—one with a chopper and the other two with bamboos—and without warning they set upon the foreman and the two coolies. The latter, badly bruised and cut, succeeded in effecting their escape, leaving their master to the mercy of his assailants. They proceeded to the police station at Shatin and reported the outrage. Sergeant Lander, in charge there, got some coolies to accompany him, and set out for the scene of the assault.

A search revealed the unfortunate foreman with numerous wounds on the head and body lying unconscious about twenty feet below the road down the hillside. He was picked up and placed carefully in the ricksha, which the robbers, shrewdly guessing that the possession of such a cumbersome article would afford a sure clue to their identification, had left behind, undamaged. The injured man was taken to the Civil Hospital here, where he now lies. His injuries are so serious that he is not expected to recover. The two coolies, who say they cannot identify their assailants, have been detained by the police, pending enquiries. There is reason to believe that the robbers do not come from Hongkong.

It has long been the practice of this contracting firm to send the wages of employees in "outrig" districts by one or other of the foremen, a ricksha on such occasions always being used. It is this latter fact that is supposed—and apparently reasonably so—to have given the robbers an inkling that money was being transmitted, whereupon they lay in wait, with the result already stated. In the present case the foreman was at first going with a message only to Shatin, and intended to walk. No one knew he was to be entrusted with the money, as it was handed to him just at the last moment. He thereupon altered his original intention of walking and got into the ricksha, taking the two coolies with him as a means of protection against possible danger. How inadequately they discharged that function has already been told.

## FUND IN AID OF SUFFERERS FROM THE TYPHOON.

The Hon. Treasurer begs to acknowledge receipt of the following amounts to the above Fund, and will be glad to receive further subscriptions—

Previously acknowledged £50 & \$11,217.20	
Poon Man Hing	100
Wong Wo Kee Firm	100
Shing Tai	80
Kung Tai	80
D. Gillies	50
G. Stewart	50
Reuter, Bröckelmann & Co.	50
The Hongkong Daily Press	50
Ko Ya	40
Foo Chan Chai	40
Wong Hing	40
Tsun Cheung Wing	40
Kwan Hing Loong	40
Shun Hing	25
Wing Mow	20
On Wo Loong	20
Hang Shing	20
Fook Yuen	20
Man On Tung	20
Dr. J. H. Som	15
S. R. Futaki	15
T. L. Rose	10
B. Cooke	10
J. Ullmann & Co.	10
Kuhn & Komor	10
Y. Lee	10
Messrs. S. S. S.	10
Geo. A. Caldwell	5
W. Wilson	5
R. V. Butler	5
A. Harvie	5
M. Jack	5
S. Wilson	5
F. Logan	5
J. M. Henderson	5
Thomas Neave	5
W. F. Ford	5
A. G. Gwing	5
Wm. Stewart	5
Jas. W. Graham	5
W. N. Des	5
G. W. Patton	5
J. Wilkie	5
J. S. Eschke	5
B. Byramjee	5
C. M. Bhesania & Co.	5
E. C. Lewis	5
J. Ramsay	5
C. N. Alexander	5
H. Smith	5
T. Warrick	5
E. D. Kistoval	5
W. Davidson	5
W. Nicholls	5
S. J. Redd	5
H. Dixon	5
J. Moore	5
J. B. Crick	5
O. Gordon	5
A. C. Squair	5
Total	£50 & \$12,372.20

The Star reports that a bullock made for the back premises of an inn at Bedford, then ascended the staircase and went into a bedroom, where the bedstead was speedily broken, and the furniture smashed to atoms. Having peered through the window it walked down stairs, and out of the house, no further damage being done.

## SEASONABLE CALENDARS.

We have received a number of calendars for the wall and desk, some in daily block form, and others in monthly sheets. Among the Insurance Companies, Messrs. Gibb, Livingston & Co., representing the Scottish Union and Co., agents for the Royal Fire and Life Insurance Co.; Mr. A. M. Marshall, agent for the Marine Insurance; and Mr. A. R. Marty, representative of the L'Union de Paris, send us samples of their usually well got-up calendars.

The Victoria Dispensary have shown much taste in the selection of a design for their calendar. In the foreground there is a view of "Fairy Glen" standing on its own grounds, and at the foot some interesting information on matters connected with the Post Office.

Messrs. Heermann, Herbst & Co. send us two date blocks for hanging purposes, and Messrs. Lane, Crawford & Co. a tastefully designed calendar for the wall with seasonable expressions of good will in the centre.

Certainly one of the prettiest calendars we have seen as yet is that sent out by the Nippon Yusen Kaisha. The brilliant assortment of tints about the following colours: red, mauve blue, rosinator, Vandyke brown, Oriental green, chrome yellow and siplia will make a display to catch the eye wherever the calendar is hung. In the centre of the card is one of the Japan mail steamers, and round the vessel is a capital outline map of the different tracts over which the company's fleet runs, while surrounding the whole are the national flag and company's house flag flying side by side. The calendar is the work of the Tokio Printing Company, and is a very creditable production.

We have received from Messrs. Kelly and Walsh "The Almanac" for 1901. The fore part of the Diary contains a supplement giving the star dates, meteorological signals, the tariff of fares for chairs, rickshas, and sampans; Chinese weights and measures as used in the local markets and elsewhere within the Colony; scale of commissions and brokerage; Hongkong fire signals; differences between Hongkong time and other parts of the world; the stockbrokers' association; rates or income tables; the telegraphic trade tariff of China; postal and telegraphic information for all countries; and a fund of other information for the guidance of the merchant. At the close of the diary there is a cash account, an annual cash summary; memoranda of things lost; register of correspondence; reminders for the coming year, &c. The diary itself is interspersed with blotting paper, three days being set apart for each page, and the months given in the Himico, English, and Chinese languages. The production is in its 15th year of publication, and that in itself is evidence of the success it has achieved, and it is only necessary to add that it is well worth the dollar and twenty-five cents Messrs. Kelly and Walsh charge for it.

## VERNON &amp; SMYTH'S SHARE REPORT.

Messrs. Vernon & Smyth say in their Weekly Share Report, dated Hongkong, 14th December—A fair general business has been transacted during the week, rates in most cases falling firm and in many showing an improvement.

BANKS.—Hongkong and Shanghai changed hands in the early part of the week at \$22 and 32 1/2 per cent. premium and later at \$25 and 32 1/2, market closing firm at 32 1/2 per cent. premium. The London rate has improved to 2 1/2. National continues in demand at 8 1/2 without business.

MARINE INSURANCES.—China Traders and Unions have changed hands at quotations, while Cantoners are wanted at the increased rate of \$145, but without business. In the absence of local sales, quotations for the Northern Insurance are taken from the last Shanghai circulars.

FIRE INSURANCES.—The market remains neglected with sellers of Hongkong and small sales of China at quotations.

SUPPLY.—Hongkong, Canton and Macao in the early part of the week were negotiated as low as \$33, but a demand at that rate quickly strengthened the market and shares changed hands at \$33, \$33 1/2 and \$34, market closing steady at \$33 1/2. Indo-China have been placed in unimportant lots at \$96 and \$98, closing at \$97. Douglases, after sales at \$44, \$45 and \$47, have improved to \$47 1/2. China Mutuals have ruled firm and in some demand but without business. China Mutuals continue quiet with sellers at quotations.

REFINERIES.—Business under this heading is almost at a standstill. China Sugars are obtainable at \$122 and Luzons still enquired for at \$96 without business.

MINING.—Punjans have opened up a little and after further sales at \$410, \$41 and \$38 1/2, are obtainable at \$33 1/2. Charbonnages have been placed at \$310, \$325, \$333, and \$340, closing steady at \$350. Oriz's have been enquired for at quotation, a small business resulting. Jelobas and Calabonians have changed hands at quotation in small lots. Rauls continue quiet at \$47, with no sales.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have been placed at 54 1/2 per cent. prem., closing steady at that rate, whilst a small demand for Marsh and further forward remains unsatisfied. Kowloon Wharves have been in some demand but with few sellers; the rate gradually rose to 65. Wharves unchanged and without business.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have ruled steady with fair sales at \$138 and \$139, closing with sellers at \$139. On time shares have been placed to some extent at \$122 for January, but a small demand at equivalent rates for February and March remains unsatisfied. Hotels have formed buyers at \$120 cash and at \$124 and \$126 for February and March respectively, market closing with buyers at quotation. West Points without business but with buyers at \$40. Humphreys have been placed at \$11, closing with sellers. Orientals have advanced to \$23.

COTTON MILLS.—Hongkongers have been sold at 88. Quotations for the Northern Mills are taken from the latest Shanghai circulars.

MISCELLANEOUS.—Comments have been placed in large numbers at \$18-19 and 20 cash and at 20 1/2 for January delivery. Market closes steady at \$20. Watsons have changed hands at 16. Electrics at 11 1/2 and 11 1/2 (old) and 14 (new). China Providents at 8 1/2 and Watkins at 11. The two last closing with buyers at quotation.

MEMOS.—Extraordinary General Meeting of A. S. Watson & Co. on 20th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 21st inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 22nd inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 23rd inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 24th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 25th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 26th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 27th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 28th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 29th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 30th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 31st inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 1st inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 2nd inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 3rd inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 4th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 5th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 6th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 7th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 8th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 9th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 10th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 11th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 12th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 13th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 14th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 15th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 16th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 17th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 18th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 19th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 20th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 21st inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 22nd inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 23rd inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 24th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 25th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 26th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 27th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 28th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 29th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 30th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 31st inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 1st inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 2nd inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 3rd inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 4th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 5th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 6th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 7th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 8th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 9th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 10th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 11th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 12th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 13th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 14th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 15th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 16th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 17th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 18th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 19th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 20th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 21st inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 22nd inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 23rd inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 24th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 25th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 26th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 27th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 28th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 29th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 30th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 31st inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 1st inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 2nd inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 3rd inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 4th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 5th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 6th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 7th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 8th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 9th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 10th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 11th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 12th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 13th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 14th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 15th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 16th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 17th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 18th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 19th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 20th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 21st inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 22nd inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 23rd inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 24th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 25th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 26th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 27th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 28th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 29th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 30th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 31st inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 1st inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 2nd inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 3rd inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 4th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 5th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 6th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 7th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 8th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 9th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 10th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 11th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 12th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 13th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 14th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 15th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 16th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 17th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 18th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 19th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 20th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 21st inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 22nd inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 23rd inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 24th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 25th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 26th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 27th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 28th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 29th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 30th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 31st inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 1st inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 2nd inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 3rd inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 4th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 5th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 6th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 7th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 8th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 9th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 10th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 11th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 12th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 13th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 14th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 15th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 16th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 17th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 18th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 19th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 20th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 21st inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 22nd inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 23rd inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 24th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 25th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 26th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 27th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 28th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 29th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 30th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 31st inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 1st inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 2nd inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 3rd inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 4th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 5th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 6th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 7th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 8th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 9th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 10th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 11th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 12th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 13th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 14th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 15th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 16th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 17th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 18th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 19th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 20th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 21st inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 22nd inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 23rd inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 24th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 25th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 26th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 27th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on 28th inst. Extraordinary General Meeting of Messrs. Lane, Crawford & Co. on



## NEW ADVERTISEMENTS

## CONCERT.

A CONCERT will be held in the ROYAL THEATRE, Wellington, on MONDAY, the 15th and 17th December, consisting of Songs, Dances, &c., concluding with a laughable sketch entitled "TUN HIN OUT." Commence at 8 o'clock.  
Reserved Seats may be had on application to the Manager. [3162]

CHINA AND JAPAN TELEPHONE COMPANY, LIMITED.  
WANTED, PORTUGUESE for Switchboard Work.  
Apply personally to  
W. STUART HARRISON,  
Manager.  
Hongkong, 15th December, 1900. [3163]

PHOTOGRAPHERS AND PORTRAIT PAINTERS.  
THE Undersigned beg to Announce that they have established a PHOTOGRAPHIC and PORTRAIT STUDIO at No. 39A, Queen's Road Central, 2nd Floor.  
The greatest care and neatness in their work is their constant aim, and all orders will be promptly executed at moderate prices.  
In order to bring those facts home to the public, a discount of 50 per cent. will be allowed on all Photographs Orders for a month from date.  
A. ON & CO.  
(Opp. to CHAS. J. GAUFF & CO.,  
Chromometer and Watch  
Makers).  
Hongkong, 15th December, 1900. [3167]

THE HONGKONG RIFLE ASSOCIATION.  
THERE will be NO COMPETITION TODAY (SATURDAY), the 15th inst., the Range being lent to the Royal Engineers. MOWBRAY S. NORTHCOTE,  
Hon. Secretary.  
Hongkong, 15th December, 1900. [3168]

WANTED.  
A GOTTAGE PIANO in good Order.  
State Price.  
Apply—  
"MUSIC."  
Care of Kowloon P.O.  
Hongkong, 15th December, 1900. [3159]

SPANISH.  
LESSONS WANTED.  
Apply—  
D.  
Care of Office of this Paper.  
Hongkong, 15th December, 1900. [3165]

WANTED.  
LESSONS IN SPANISH from Competent Teacher.  
Apply—  
A. Z.  
Care of Office of this Paper.  
Hongkong, 15th December, 1900. [3169]

DIOCESAN SCHOOL & OMPHANGE.  
MR. HENRY SYKES has been Appointed Acting HEAD MASTER during Mr. G. PIERCE'S Absence from the Colony.  
R. F. COBBOLD,  
Hon. Secretary.  
Hongkong, 15th December, 1900. [3160]

LESSONS IN FRENCH.  
NEW and easy method of learning French in a few months, mainly by conversation, by a Frenchman. Terms very moderate.  
Please address—  
B. R.  
Care of Office of this Paper.  
Hongkong, 15th December, 1900. [3161]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.  
FOR MANILA.  
THE Company's Steamship  
"PERLA."  
Captain R. W. Almond, will be despatched as above on TUESDAY, the 18th inst., at 5 P.M.  
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.  
A doctor is carried.  
For Freight or Passage, apply to  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 14th December, 1900. [3143]

THE HONGKONG WEEKLY PRESS is  
Leading Articles—  
The Allies and the Chinese Government.  
Affairs in the North.  
Britain, the States, and China.  
The Government and British Interests in North China.  
The Destruction of Refuge.  
The Plague in 1900.  
The Crisis: Telegrams.  
Hongkong Legislative Council.  
Hongkong General Chamber of Commerce.  
The Crisis in China.  
Fire in Queen's Road Central.  
A Matched Fire at Happy Valley.  
The Concert in St. George's Hall.  
Hongkong Volunteer Corps.  
The Dramatic Season.  
"Lodge St. John" Installation and Banquet.  
Canton.  
Nanchang.  
Formosa.  
Oxford Local Examination.  
Fund in Aid of Sufferers from the Typhoon.  
A.D.C. Performance in Aid of the Italian Convict.  
Alice Memorial and Netherlands Hospitals.  
Correspondence.  
The Panjoni Mining Co., Limited.  
Cricket.  
Football.  
Royal Hongkong Yacht Club.  
Hongkong Volunteer Corps.  
Hongkong Chess Club.  
Hongkong and Port News.  
Subscription, \$12 per Annum, payable in advance, postage, 32.  
Extra copies 30 cents each. Cash.  
Copies sent by post from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies Cash.  
Hongkong, 14th December, 1900.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.  
FOR MANILA.  
THE Company's Steamship  
"PERLA."  
Captain R. W. Almond, will be despatched as above on TUESDAY, the 18th inst., at 5 P.M.  
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.  
A doctor is carried.  
For Freight or Passage, apply to  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 14th December, 1900. [3143]

THE HONGKONG WEEKLY PRESS is  
Leading Articles—  
The Allies and the Chinese Government.  
Affairs in the North.  
Britain, the States, and China.  
The Government and British Interests in North China.  
The Destruction of Refuge.  
The Plague in 1900.  
The Crisis: Telegrams.  
Hongkong Legislative Council.  
Hongkong General Chamber of Commerce.  
The Crisis in China.  
Fire in Queen's Road Central.  
A Matched Fire at Happy Valley.  
The Concert in St. George's Hall.  
Hongkong Volunteer Corps.  
The Dramatic Season.  
"Lodge St. John" Installation and Banquet.  
Canton.  
Nanchang.  
Formosa.  
Oxford Local Examination.  
Fund in Aid of Sufferers from the Typhoon.  
A.D.C. Performance in Aid of the Italian Convict.  
Alice Memorial and Netherlands Hospitals.  
Correspondence.  
The Panjoni Mining Co., Limited.  
Cricket.  
Football.  
Royal Hongkong Yacht Club.  
Hongkong Volunteer Corps.  
Hongkong Chess Club.  
Hongkong and Port News.  
Subscription, \$12 per Annum, payable in advance, postage, 32.  
Extra copies 30 cents each. Cash.  
Copies sent by post from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies Cash.  
Hongkong, 14th December, 1900.

THE HONGKONG WEEKLY PRESS is  
Leading Articles—  
The Allies and the Chinese Government.  
Affairs in the North.  
Britain, the States, and China.  
The Government and British Interests in North China.  
The Destruction of Refuge.  
The Plague in 1900.  
The Crisis: Telegrams.  
Hongkong Legislative Council.  
Hongkong General Chamber of Commerce.  
The Crisis in China.  
Fire in Queen's Road Central.  
A Matched Fire at Happy Valley.  
The Concert in St. George's Hall.  
Hongkong Volunteer Corps.  
The Dramatic Season.  
"Lodge St. John" Installation and Banquet.  
Canton.  
Nanchang.  
Formosa.  
Oxford Local Examination.  
Fund in Aid of Sufferers from the Typhoon.  
A.D.C. Performance in Aid of the Italian Convict.  
Alice Memorial and Netherlands Hospitals.  
Correspondence.  
The Panjoni Mining Co., Limited.  
Cricket.  
Football.  
Royal Hongkong Yacht Club.  
Hongkong Volunteer Corps.  
Hongkong Chess Club.  
Hongkong and Port News.  
Subscription, \$12 per Annum, payable in advance, postage, 32.  
Extra copies 30 cents each. Cash.  
Copies sent by post from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies Cash.  
Hongkong, 14th December, 1900.

THE HONGKONG WEEKLY PRESS is  
Leading Articles—  
The Allies and the Chinese Government.  
Affairs in the North.  
Britain, the States, and China.  
The Government and British Interests in North China.  
The Destruction of Refuge.  
The Plague in 1900.  
The Crisis: Telegrams.  
Hongkong Legislative Council.  
Hongkong General Chamber of Commerce.  
The Crisis in China.  
Fire in Queen's Road Central.  
A Matched Fire at Happy Valley.  
The Concert in St. George's Hall.  
Hongkong Volunteer Corps.  
The Dramatic Season.  
"Lodge St. John" Installation and Banquet.  
Canton.  
Nanchang.  
Formosa.  
Oxford Local Examination.  
Fund in Aid of Sufferers from the Typhoon.  
A.D.C. Performance in Aid of the Italian Convict.  
Alice Memorial and Netherlands Hospitals.  
Correspondence.  
The Panjoni Mining Co., Limited.  
Cricket.  
Football.  
Royal Hongkong Yacht Club.  
Hongkong Volunteer Corps.  
Hongkong Chess Club.  
Hongkong and Port News.  
Subscription, \$12 per Annum, payable in advance, postage, 32.  
Extra copies 30 cents each. Cash.  
Copies sent by post from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies Cash.  
Hongkong, 14th December, 1900.

THE HONGKONG WEEKLY PRESS is  
Leading Articles—  
The Allies and the Chinese Government.  
Affairs in the North.  
Britain, the States, and China.  
The Government and British Interests in North China.  
The Destruction of Refuge.  
The Plague in 1900.  
The Crisis: Telegrams.  
Hongkong Legislative Council.  
Hongkong General Chamber of Commerce.  
The Crisis in China.  
Fire in Queen's Road Central.  
A Matched Fire at Happy Valley.  
The Concert in St. George's Hall.  
Hongkong Volunteer Corps.  
The Dramatic Season.  
"Lodge St. John" Installation and Banquet.  
Canton.  
Nanchang.  
Formosa.  
Oxford Local Examination.  
Fund in Aid of Sufferers from the Typhoon.  
A.D.C. Performance in Aid of the Italian Convict.  
Alice Memorial and Netherlands Hospitals.  
Correspondence.  
The Panjoni Mining Co., Limited.  
Cricket.  
Football.  
Royal Hongkong Yacht Club.  
Hongkong Volunteer Corps.  
Hongkong Chess Club.  
Hongkong and Port News.  
Subscription, \$12 per Annum, payable in advance, postage, 32.  
Extra copies 30 cents each. Cash.  
Copies sent by post from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies Cash.  
Hongkong, 14th December, 1900.

THE HONGKONG WEEKLY PRESS is  
Leading Articles—  
The Allies and the Chinese Government.  
Affairs in the North.  
Britain, the States, and China.  
The Government and British Interests in North China.  
The Destruction of Refuge.  
The Plague in 1900.  
The Crisis: Telegrams.  
Hongkong Legislative Council.  
Hongkong General Chamber of Commerce.  
The Crisis in China.  
Fire in Queen's Road Central.  
A Matched Fire at Happy Valley.  
The Concert in St. George's Hall.  
Hongkong Volunteer Corps.  
The Dramatic Season.  
"Lodge St. John" Installation and Banquet.  
Canton.  
Nanchang.  
Formosa.  
Oxford Local Examination.  
Fund in Aid of Sufferers from the Typhoon.  
A.D.C. Performance in Aid of the Italian Convict.  
Alice Memorial and Netherlands Hospitals.  
Correspondence.  
The Panjoni Mining Co., Limited.  
Cricket.  
Football.  
Royal Hongkong Yacht Club.  
Hongkong Volunteer Corps.  
Hongkong Chess Club.  
Hongkong and Port News.  
Subscription, \$12 per Annum, payable in advance, postage, 32.  
Extra copies 30 cents each. Cash.  
Copies sent by post from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies Cash.  
Hongkong, 14th December, 1900.

THE HONGKONG WEEKLY PRESS is  
Leading Articles—  
The Allies and the Chinese Government.  
Affairs in the North.  
Britain, the States, and China.  
The Government and British Interests in North China.  
The Destruction of Refuge.  
The Plague in 1900.  
The Crisis: Telegrams.  
Hongkong Legislative Council.  
Hongkong General Chamber of Commerce.  
The Crisis in China.  
Fire in Queen's Road Central.  
A Matched Fire at Happy Valley.  
The Concert in St. George's Hall.  
Hongkong Volunteer Corps.  
The Dramatic Season.  
"Lodge St. John" Installation and Banquet.  
Canton.  
Nanchang.  
Formosa.  
Oxford Local Examination.  
Fund in Aid of Sufferers from the Typhoon.  
A.D.C. Performance in Aid of the Italian Convict.  
Alice Memorial and Netherlands Hospitals.  
Correspondence.  
The Panjoni Mining Co., Limited.  
Cricket.  
Football.  
Royal Hongkong Yacht Club.  
Hongkong Volunteer Corps.  
Hongkong Chess Club.  
Hongkong and Port News.  
Subscription, \$12 per Annum, payable in advance, postage, 32.  
Extra copies 30 cents each. Cash.  
Copies sent by post from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies Cash.  
Hongkong, 14th December, 1900.

## NEW ADVERTISEMENTS

## IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.  
IN THE GOODS OF ADOLPHE ENDTREBE, late of No. 52, Rue Chasseloup Laubat, in the French Colony of Saigon, Gentleman, deceased.  
NOTICE is hereby given that His Honour the Chief Justice has in virtue of Section 58 of Ordinance No. 3 of 1897 made an Order limiting to the 1st day of March, 1901, as the time for Creditors to send in their claims against the estate of ADOLPHE ENDTREBE, late of No. 52, Rue Chasseloup Laubat, who died on the 10th day of December, 1899, at St. Gall, in the Republic of Switzerland, intestate, and Letters of Administration of whose personal estate and effects were granted by the Supreme Court of Hongkong in its Probate Jurisdiction on the 28th day of June, 1900, to Herbert Johnson Gedge, of Victoria, in the Colony of Hongkong, Solicitor, the Administrator.  
Notice is also given that all such claims are to be sent in writing to the undersigned prior to the said 1st day of March, 1901, or no notice will be taken of them.  
All persons indebted to the above estate are requested to make immediate payment to the undersigned.  
Dated the 13th day of December, 1900.  
JOHNSON, STOKES & MASTER,  
Solicitors for the said  
Administrator,  
12, Queen's Road Central,  
Hongkong. [3164]

PUBLIC AUCTION.  
THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, on TUESDAY, the 18th December, at 2.30 P.M., at their Sales Rooms, 100 House Street, SUNDREY HOUSEHOLD FURNITURE, comprising—  
TAPESTRY COVERED DRAWING ROOM SUITE, DOUBLE BRASS BEDSTEAD, TEAKWOOD WARDROBES with BEVELLED GLASS, TEAKWOOD OVERMANTEL with BEVELLED GLASS, WHATNOTS, SIDEBORDS, PICTURES, WALL PLATES, TIENTSIN CARPETS, COOKING STOVES, CROCKERY, GLASS and SILVER PLATED WARE, &c., &c.  
Also  
A FULL RIGGED MODEL of Sailing Ship.  
TERMS—As Usual.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 15th December, 1900. [3165]

PUBLIC AUCTION.  
THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, on TUESDAY, the 18th December, at 2.30 P.M., at their Sales Rooms, 100 House Street, SUNDREY HOUSEHOLD FURNITURE, comprising—  
TAPESTRY COVERED DRAWING ROOM SUITE, DOUBLE BRASS BEDSTEAD, TEAKWOOD WARDROBES with BEVELLED GLASS, TEAKWOOD OVERMANTEL with BEVELLED GLASS, WHATNOTS, SIDEBORDS, PICTURES, WALL PLATES, TIENTSIN CARPETS, COOKING STOVES, CROCKERY, GLASS and SILVER PLATED WARE, &c., &c.  
Also  
A FULL RIGGED MODEL of Sailing Ship.  
TERMS—As Usual.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 15th December, 1900. [3165]

VALUABLE LEASEHOLD PROPERTIES, situate in Ship Street, in SIX Lots, on SATURDAY, the 22nd December, 1900, at 3 o'clock in the afternoon, at his Auction Rooms, Duddell Street, by Mr. GEO. P. LAMBERT, Auctioneer.

Lot 1.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as Section A of Inland Lot No. 602 containing an Area of 983 square feet with the Buildings thereon No. 42, Ship Street. Proportion of Annual Crown Rent \$10.02.  
Lot 2.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as Section B of Inland Lot No. 602. Area of 932 square feet. Buildings No. 44, Ship Street. Proportion of Annual Crown Rent \$9.49.  
Lot 3.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as Section C of Inland Lot No. 602. Area of 932 square feet. Buildings No. 46, Ship Street. Proportion of Annual Crown Rent \$9.49.  
Lot 4.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as Section D of Inland Lot No. 602. Area of 932 square feet. Buildings No. 48, Ship Street. Proportion of Annual Crown Rent \$9.49.  
Lot 5.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as Section E of Inland Lot No. 602. Area of 932 square feet. Buildings No. 50, Ship Street. Proportion of Annual Crown Rent \$9.49.  
Lot 6.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as the Remaining Portion of Inland Lot No. 602. Area of 984 square feet. Buildings No. 52, Ship Street. Proportion of Annual Crown Rent \$10.02.  
All the above premises forming the whole of Inland Lot No. 602 are held from the Crown for the residue of a term of 999 years. The monthly rent for each House is \$76 inclusive of taxes.  
For Further Particulars, apply to—  
C. EWENS,  
Vendor's Solicitor,  
or to  
MR. GEO. P. LAMBERT,  
Auctioneer.  
Hongkong, 15th December, 1900. [3166]

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW, AMOY AND POOCHOW.  
THE Company's Steamship  
"HATTAN."  
Captain Roach, will be despatched for the above ports on WEDNESDAY, the 19th inst., at DAYLIGHT.  
For Freight or Passage, apply to  
DOUGLAS LAFRAIK & CO.,  
General Managers.  
Hongkong, 15th December, 1900. [3165]

AUTOMATIC MAUSER PISTOLS.  
CALIBRE 7.63 mm.  
With CHAMBER for 10 CARTRIDGES.  
FIRING 10 SHOTS in 2 SECONDS.  
SIEMSEN & CO.  
Hongkong, 3rd October, 1900. [2899]

WANTED.  
FOR a Sugar Estate in the Malay Peninsula, a BOOKKEEPER to take Charge of the Office.  
Applications, together with references to be sent to—  
"STRAITS."  
Care of Office of this Paper.  
Hongkong, 24th November, 1900. [2893]

THE ON TAI MARINE INSURANCE COMPANY, LIMITED.  
(IN LIQUIDATION).  
MESSRS. HUGHES & HOUGH have received instructions from the Liquidator of THE ON TAI MARINE INSURANCE COMPANY, LIMITED, to offer for Sale by PUBLIC AUCTION, on THURSDAY, the 20th December, 1900, at 3 o'clock P.M., on the Premises,  
All those very Valuable Pieces or Parcels of GROUND centrally situated near the Harbour Office at Victoria, in the Colony of Hongkong, and Registered in the Land Office as Sub-section Nos. 1 and 2 of Section D of Marine Lot No. 225, together with the Praya Reclamation thereto.  
The Property will be offered for Sale in SIX LOTS as under—  
Lot No. 1.—All that very Valuable Corner Piece, or Parcel of GROUND registered and intended to be registered in the Land Office as Sub-section No. 1 of Section D of Marine Lot No. 225 and Section A of the Reclamation thereto with the Messuages or Tenements thereon known as Nos. 4, 6, 10, 12, and 14, Des Vaux Road West (formerly Nos. 5, 6, 7, 8, 9 and 10, Praya West) together with a right of way over a proposed road 25 feet wide at present forming part of the said Reclamation. The Premises contain an Area of 4,320 square feet or thereabouts and as to Sub-section No. 1 of Section D of Marine Lot No. 225, the Reclamation thereto consisting of the residue of 999 years from the 28th December, 1871, at the appportioned Annual Crown Rent of \$89.00, and as to the premises Section A of the Reclamation thereto for the term of 999 years to be granted under the Praya Reclamation Ordinance, 1889.  
Lot No. 2.—All that very Valuable Piece or Parcel of GROUND registered and intended to be registered in the Land Office as Sub-section No. 2 of Section D of Marine Lot No. 225 and Section A of the Reclamation thereto with the Messuages or Tenements thereon known as No. 16, Des Vaux Road West (formerly No. 11, Praya West) and No. 1, Tung Loi Lane, together with a right of way over the said proposed road. The Premises contain an Area of 1,551 square feet or thereabouts and as to Sub-section No. 2 of Section D of Marine Lot No. 225 are held for the unexpired residue of the said term of 999 years at the appportioned yearly Crown Rent of \$24.70, and as to Section A of the Reclamation thereto are held for the residue of a term of 999 years to be granted under the Praya Reclamation Ordinance, 1889.  
Lot No. 3.—All that very Valuable Piece or Parcel of Praya Reclamation GROUND fronting Connaught Road and intended to be registered in the Land Office as Section B of the Reclamation to Sub-section No. 2 of Section D of Marine Lot No. 225, and having a frontage to Connaught Road of 15 feet 2 1/2 inches or thereabouts and a depth on the West side of 127 feet 2 inches or thereabouts and on the East side of 128 feet 6 inches or thereabouts and an Area of 1,945 square feet or thereabouts together with a right of way over the said proposed road but subject to a right of way over the portion of the said Piece or Parcel of GROUND shown on the said plan annexed to the Particulars and Conditions of Sale and thereon coloured Yellow edged with Green. The premises are held under the Praya Reclamation Ordinance, 1889, for the term of 999 years to be granted thereunder at the appportioned annual Crown Rent of \$40.00.  
Lot No. 4.—All that very Valuable Piece or Parcel of Praya Reclamation GROUND fronting Connaught Road and intended to be registered in the Land Office as Section B of the Reclamation to Sub-section No. 1 of Section D of Marine Lot No. 225 and having a frontage to Connaught Road of 15 feet 2 1/2 inches or thereabouts and a depth on the West side of 122 feet 6 inches or thereabouts and on the East side of 130 feet or thereabouts and an Area of 1,996 square feet or thereabouts together with a right of way over the said proposed road but subject to a right of way over the portion of the said Piece or Parcel of GROUND shown on the said plan annexed to the Particulars and Conditions of Sale and thereon coloured Yellow edged with Green. The premises are held under the Praya Reclamation Ordinance, 1889, for the term of 999 years to be granted thereunder at the appportioned annual Crown Rent of \$40.00.  
Lot No. 5.—All that very Valuable Piece or Parcel of Praya Reclamation GROUND fronting Connaught Road and intended to be registered in the Land Office as Section C of the Reclamation to Sub-section No. 1 of Section D of Marine Lot No. 225 and having a frontage to Connaught Road of 15 feet 2 1/2 inches or thereabouts and a depth on the West side of 131 feet or thereabouts and on the East side of 131 feet 6 inches or thereabouts and an Area of 1,940 square feet or thereabouts together with a right of way over the said proposed road but subject to a right of way over the portion of the said Piece or Parcel of GROUND shown on the said plan annexed to the Particulars and Conditions of Sale and thereon coloured Yellow edged with Red. The premises are held under the Praya Reclamation Ordinance, 1889, for the term of 999 years to be granted thereunder at the appportioned annual Crown Rent of \$40.00.  
Lot No. 6.—All that very Valuable Piece or Parcel of Praya Reclamation GROUND fronting Connaught Road and intended to be registered in the Land Office as The Remaining Portion of the Reclamation to Sub-section No. 1 of Section D of Marine Lot No. 225 and having a frontage to Connaught Road of 16 feet and 1/2 inch or thereabouts and a depth on the West side thereof of 131 feet 6 inches or thereabouts and on the East side thereof of 133 feet or thereabouts together with a right of way over the said proposed road but subject to a right of way over the portion of the said Piece or Parcel of GROUND shown on the said plan annexed to the Particulars and Conditions of Sale and thereon coloured Yellow edged with Blue. The premises are held under the Praya Reclamation Ordinance, 1889, for the term of 999 years to be granted thereunder at the appportioned annual Crown Rent of \$40.00.  
Particulars and Conditions of Sale may be obtained of  
Messrs. DEACON & HASTINGS,  
10, Queen's Road,  
Vendor's Solicitors, and  
Messrs. HUGHES & HOUGH,  
The Auctioneers.  
Hongkong, 12th December, 1900. [3127]

## AUCTION

## THE ON TAI MARINE INSURANCE COMPANY, LIMITED.

MESSRS. HUGHES & HOUGH have received instructions from the Liquidator of THE ON TAI MARINE INSURANCE COMPANY, LIMITED, to offer for Sale by PUBLIC AUCTION, on THURSDAY, the 20th December, 1900, at 3 o'clock P.M., on the Premises,  
All those very Valuable Pieces or Parcels of GROUND centrally situated near the Harbour Office at Victoria, in the Colony of Hongkong, and Registered in the Land Office as Sub-section Nos. 1 and 2 of Section D of Marine Lot No. 225, together with the Praya Reclamation thereto.  
The Property will be offered for Sale in SIX LOTS as under—  
Lot No. 1.—All that very Valuable Corner Piece, or Parcel of GROUND registered and intended to be registered in the Land Office as Sub-section No. 1 of Section D of Marine Lot No. 225 and Section A of the Reclamation thereto with the Messuages or Tenements thereon known as Nos. 4, 6, 10, 12, and 14, Des Vaux Road West (formerly Nos. 5, 6, 7, 8, 9 and 10, Praya West) together with a right of way over a proposed road 25 feet wide at present forming part of the said Reclamation. The Premises contain an Area of 4,320 square feet or thereabouts and as to Sub-section No. 1 of Section D of Marine Lot No. 225, the Reclamation thereto consisting of the residue of 999 years from the 28th December, 1871, at the appportioned Annual Crown Rent of \$89.00, and as to the premises Section A of the Reclamation thereto for the term of 999 years to be granted under the Praya Reclamation Ordinance, 1889.  
Lot No. 2.—All that very Valuable Piece or Parcel of GROUND registered and intended to be registered in the Land Office as Sub-section No. 2 of Section D of Marine Lot No. 225 and Section A of the Reclamation thereto with the Messuages or Tenements thereon known as No. 16, Des Vaux Road West (formerly No. 11, Praya West) and No. 1, Tung Loi Lane, together with a right of way over the said proposed road. The Premises contain an Area of 1,551 square feet or thereabouts and as to Sub-section No. 2 of Section D of Marine Lot No. 225 are held for the unexpired residue of the said term of 999 years at the appportioned yearly Crown Rent of \$24.70, and as to Section A of the Reclamation thereto are held for the residue of a term of 999 years to be granted under the Praya Reclamation Ordinance, 1889.  
Lot No. 3.—All that very Valuable Piece or Parcel of Praya Reclamation GROUND fronting Connaught Road and intended to be registered in the Land Office as Section B of the Reclamation to Sub-section No. 2 of Section D of Marine Lot No. 225, and having a frontage to Connaught Road of 15 feet 2 1/2 inches or thereabouts and a depth on the West side of 127 feet 2 inches or thereabouts and on the East side of 128 feet 6 inches or thereabouts and an Area of 1,945 square feet or thereabouts together with a right of way over the said proposed road but subject to a right of way over the portion of the said Piece or Parcel of GROUND shown on the said plan annexed to the Particulars and Conditions of Sale and thereon coloured Yellow edged with Green. The premises are held under the Praya Reclamation Ordinance, 1889, for the term of 999 years to be granted thereunder at the appportioned annual Crown Rent of \$40.00.  
Lot No. 4.—All that very Valuable Piece or Parcel of Praya Reclamation GROUND fronting Connaught Road and intended to be registered in the Land Office as Section B of the Reclamation to Sub-section No. 1 of Section D of Marine Lot No. 225 and having a frontage to Connaught Road of 15 feet 2 1/2 inches or thereabouts and a depth on the West side of 122 feet 6 inches or thereabouts and on the East side of 130 feet or thereabouts and an Area of 1,996 square feet or thereabouts together with a right of way over the said proposed road but subject to a right of way over the portion of the said Piece or Parcel of GROUND shown on the said plan annexed to the Particulars and Conditions of Sale and thereon coloured Yellow edged with Green. The premises are held under the Praya Reclamation Ordinance, 1889, for the term of 999 years to be granted thereunder at the appportioned annual Crown Rent of \$40.00.  
Lot No. 5.—All that very Valuable Piece or Parcel of Praya Reclamation GROUND fronting Connaught Road and intended to be registered in the Land Office as Section C of the Reclamation to Sub-section No. 1 of Section D of Marine Lot No. 225 and having a frontage to Connaught Road of 15 feet 2 1/2 inches or thereabouts and a depth on the West side thereof of 131 feet or thereabouts and on the East side thereof of 131 feet 6 inches or thereabouts and an Area of 1,940 square feet or thereabouts together with a right of way over the said proposed road but subject to a right of way over the portion of the said Piece or Parcel of GROUND shown on the said plan annexed to the Particulars and Conditions of Sale and thereon coloured Yellow edged with Red. The premises are held under the Praya Reclamation Ordinance, 1889, for the term of 999 years to be granted thereunder at the appportioned annual Crown Rent of \$40.00.  
Lot No. 6.—All that very Valuable Piece or Parcel of Praya Reclamation GROUND fronting Connaught Road and intended to be registered in the Land Office as The Remaining Portion of the Reclamation to Sub-section No. 1 of Section D of Marine Lot No. 225 and having a frontage to Connaught Road of 16 feet and 1/2 inch or thereabouts and a depth on the West side thereof of 131 feet 6 inches or thereabouts and on the East side thereof of 133 feet or thereabouts together with a right of way over the said proposed road but subject to a right of way over the portion of the said Piece or Parcel of GROUND shown on the said plan annexed to the Particulars and Conditions of Sale and thereon coloured Yellow edged with Blue. The premises are held under the Praya Reclamation Ordinance, 1889, for the term of 999 years to be granted thereunder at the appportioned annual Crown Rent of \$40.00.  
Particulars and Conditions of Sale may be obtained of  
Messrs. DEACON & HASTINGS,  
10, Queen's Road,  
Vendor's Solicitors, and  
Messrs. HUGHES & HOUGH,  
The Auctioneers.  
Hongkong, 12th December, 1900. [3127]

THE ON TAI MARINE INSURANCE COMPANY, LIMITED.  
(IN LIQUIDATION).  
MESSRS. HUGHES & HOUGH have received instructions from the Liquidator of THE ON TAI MARINE INSURANCE COMPANY, LIMITED, to offer for Sale by PUBLIC AUCTION, on THURSDAY, the 20th December, 1900, at 3 o'clock P.M., on the Premises,  
All those very Valuable Pieces or Parcels of GROUND centrally situated near the Harbour Office at Victoria, in the Colony of Hongkong, and Registered in the Land Office as Sub-section Nos. 1 and 2 of Section D of Marine Lot No. 225, together with the Praya Reclamation thereto.  
The Property will be offered for Sale in SIX LOTS as under—  
Lot No. 1.—All that very Valuable Corner Piece, or Parcel of GROUND registered and intended to be registered in the Land Office as Sub-section No. 1 of Section D of Marine Lot No. 225 and Section A of the Reclamation thereto with the Messuages or Tenements thereon known as Nos. 4, 6, 10, 12, and 14, Des Vaux Road West (formerly Nos. 5, 6, 7, 8, 9 and 10, Praya West) together with a right of way over a proposed road 25 feet wide at present forming part of the said Reclamation. The Premises contain an Area of 4,320 square feet or thereabouts and as to Sub-section No. 1 of Section D of Marine Lot No. 225, the Reclamation thereto consisting of the residue of 999 years from the 28th December, 1871, at the appportioned Annual Crown Rent of \$89.00, and as to the premises Section A of the Reclamation thereto for the term of 999 years to be granted under the Praya Reclamation Ordinance, 1889.  
Lot No. 2.—All that very Valuable Piece or Parcel of GROUND registered and intended to be registered in the Land Office as Sub-section No. 2 of Section D of Marine Lot No. 225 and Section A of the Reclamation thereto with the Messuages or Tenements thereon known as No. 16, Des Vaux Road West (formerly No. 11, Praya West) and No. 1, Tung Loi Lane, together with a right of way over the said proposed road. The Premises contain an Area of 1,551 square feet or thereabouts and as to Sub-section No. 2 of Section D of Marine Lot No. 225 are held for the unexpired residue of the said term of 999 years at the appportioned yearly Crown Rent of \$24.70, and as to Section A of the Reclamation thereto are held for the residue of a term of 999 years to be granted under the Praya Reclamation Ordinance, 1889.  
Lot No. 3.—All that very Valuable Piece or Parcel of Praya Reclamation GROUND fronting Connaught Road and intended to be registered in the Land Office as Section B of the Reclamation to Sub-section No. 2 of Section D of Marine Lot No. 225, and having a frontage to Connaught Road of 15 feet 2 1/2 inches or thereabouts and a depth on the West side of 127 feet 2 inches or thereabouts and on the East side of 128 feet 6 inches or thereabouts and an Area of 1,945 square feet or thereabouts together with a right of way over the said proposed road but subject to a right of way over the portion of the said Piece or Parcel of GROUND shown on the said plan annexed to the Particulars and Conditions of Sale and thereon coloured Yellow edged with Green. The premises are held under the Praya Reclamation Ordinance, 1889, for the term of 999 years to be granted thereunder at the appportioned annual Crown Rent of \$40.00.  
Lot No. 4.—All that very Valuable Piece or Parcel of Praya Reclamation GROUND fronting Connaught Road and intended to be registered in the Land Office as Section B of the Reclamation to Sub-section No. 1 of Section D of Marine Lot No. 225 and having a frontage to Connaught Road of 15 feet 2 1/2 inches or thereabouts and a depth on the West side of 122 feet 6 inches or thereabouts and on the East side of 130 feet or thereabouts and an Area of 1,996 square feet or thereabouts together with a right of way over the said proposed road but subject to a right of way over the portion of the said Piece or Parcel of GROUND shown on the said plan annexed to the Particulars and Conditions of Sale and thereon coloured Yellow edged with Green. The premises are held under the Praya Reclamation Ordinance, 1889, for the term of 999 years to be granted thereunder at the appportioned annual Crown Rent of \$40.00.  
Lot No. 5.—All that very Valuable Piece or Parcel of Praya Reclamation GROUND fronting Connaught Road and intended to be registered in the Land Office as Section C of the Reclamation to Sub-section No. 1 of Section D of Marine Lot No. 225 and having a frontage to Connaught Road of 15 feet 2 1/2 inches or thereabouts and a depth on the West side thereof of 131 feet or thereabouts and on the East side thereof of 131 feet 6 inches or thereabouts and an Area of 1,940 square feet or thereabouts together with a right of way over the said proposed road but subject to a right of way over the portion of the said Piece or Parcel of GROUND shown on the said plan annexed to the Particulars and Conditions of Sale and thereon coloured Yellow edged with Red. The premises are held under the Praya Reclamation Ordinance, 1889, for the term of 999 years to be granted thereunder at the appportioned annual Crown Rent of \$40.00.  
Lot No. 6.—All that very Valuable Piece or Parcel of Praya Reclamation GROUND fronting Connaught Road and intended to be registered in the Land Office as The Remaining Portion of the Reclamation to Sub-section No. 1 of Section D of Marine Lot No. 225 and having a frontage to Connaught Road of 16 feet and 1/2 inch or thereabouts and a depth on the West side thereof of 131 feet 6 inches or thereabouts and on the East side thereof of 133 feet or thereabouts together with a right of way over the said proposed road but subject to a right of way over the portion of the said Piece or Parcel of GROUND shown on the said plan annexed to the Particulars and Conditions of Sale and thereon coloured Yellow edged with Blue. The premises are held under the Praya Reclamation Ordinance, 1889, for the term of 999 years to be granted thereunder at the appportioned annual Crown Rent of \$40.00.  
Particulars and Conditions of Sale may be obtained of  
Messrs. DEACON & HASTINGS,  
10, Queen's Road,  
Vendor's Solicitors, and  
Messrs. HUGHES & HOUGH,  
The Auctioneers.  
Hongkong, 12th December, 1900. [3127]

THE ON TAI MARINE INSURANCE COMPANY, LIMITED.  
(IN LIQUIDATION).  
MESSRS. HUGHES & HOUGH have received instructions from the Liquidator of THE ON TAI MARINE INSURANCE COMPANY, LIMITED, to offer for Sale by PUBLIC AUCTION, on THURSDAY, the 20th December, 1900, at 3 o'clock P.M., on the Premises,  
All those very Valuable Pieces or Parcels of GROUND centrally situated near the Harbour Office at Victoria, in the Colony of Hongkong, and Registered in the Land Office as Sub-section Nos. 1 and 2 of Section D of Marine Lot No. 225, together with the Praya Reclamation thereto.  
The Property will be offered for Sale in SIX LOTS as under—  
Lot No. 1.—All that very Valuable Corner Piece, or Parcel of GROUND registered and intended to be registered in the Land Office as Sub-section No. 1 of Section D of Marine Lot No. 225 and Section A of the Reclamation thereto with the Messuages or Tenements thereon known as Nos. 4, 6, 10, 12, and 14, Des Vaux Road West (formerly Nos. 5, 6, 7, 8, 9 and 10, Praya West) together with a right of way over a proposed road 25 feet wide at present forming part of the said Reclamation. The Premises contain an Area of 4,320 square feet or thereabouts and as to Sub-section No. 1 of Section D of Marine Lot No. 225, the Reclamation thereto consisting of the residue of 999 years from the 28th December, 1871, at the appportioned Annual Crown Rent of \$89.00, and as to the premises Section A of the Reclamation thereto for the term of 999 years to be granted under the Praya Reclamation Ordinance, 1889.  
Lot No. 2.—All that very Valuable Piece or Parcel of GROUND registered and intended to be registered in the Land Office as Sub-section No. 2 of Section D of Marine Lot No. 225 and Section A of the Reclamation thereto with the Messuages or Tenements thereon known as No. 16, Des Vaux Road West (formerly No. 11, Praya West) and No. 1, Tung



SECRET



# THE PHARMACY,

10, QUEEN'S ROAD CENTRAL,  
HONGKONG.

## DISPENSING CHEMISTS.

DRUGGISTS' SUNDRIES, TOILET  
REQUISITES, PERFUMERY,  
WINES, SPIRITS, CIGARS.

LANDOLT & FLINT, COM-  
MISSION AGENTS.

PURVEYORS TO THE  
FRENCH NAVY.

SPECIAL ANNOUNCEMENT!

## FIFTY-TWO SHORT COMPLETE STORIES FOR 1901.

THERE will be published weekly during  
1901 in the HONGKONG DAILY PRESS  
a Series of SHORT STORIES written by  
the leading Novelists.

Each story is copyrighted and will be com-  
pleted in two bi-weekly instalments. The  
following is the list of the Story Writers—

R. W. CHAMBERS.  
MRS. L. T. MEADE.  
SILAS K. HOCKING.  
HELEN MATHERS.  
REV. S. BARING-GOULD.  
ARABELLA KENNELLY.  
GUY BOOTHBY.  
MRS. ALEXANDER.  
MORLEY ROBERTS.  
THE QUEEN OF ROMANIA.  
ALGERNON GIBSON.  
KATHARINE S. MACQUOID.  
FREDERICK HUME.  
MRS. C. N. WILLIAMSON.  
HALLIWELL SUTCLIFFE.  
"BITA."  
J. MARSHALL MATHER.  
KATHARINE TYNAN.  
A. ST. JOHN ADCOCK.  
MARY LOVETT CAMERON.  
WILLIAM WESTALL.  
ADELINE SERGEANT.  
FRED WISHAW.  
JANE BARLOW.  
TOM GALLON.  
MAY CROMMIE.  
JAMES BAKER.  
MABEL QUILLER-COUCH.  
A. J. DAWSON.  
THE LADY MIDDLETON.

From JANUARY to MARCH, 1901,  
the following will appear—

MORLEY ROBERTS, "The Peace of Ephraim."  
CHRISTABEL COLERIDGE, "The Lady Dress-  
maker."  
R. W. CHAMBERS, "The Market Hunter."  
HELEN MATHERS, "At the Sign of the One  
Pound-Note."  
HOWARD FRASE, "A Cargo of Tulips."  
E. EVERETT GREEN, "Sir Oliver's Hobby."  
REV. S. BARING-GOULD, "A Dark Moor Idyll."  
LUCY HARDY, "Supposed to have Foundered  
at Sea."  
JOHN FOSTER FRASE, "The Transformation  
of Theresa."  
THE QUEEN OF ROMANIA, "Decol's  
Daughter."  
H. J. ASHCROFT, "My Sailor Boy."  
FRED WISHAW, "The Tontine of the Loyal  
Uphires."  
BLANCHET WILLS CHANDLER, "A Person's  
Introduction."

R. W. CHAMBERS is the powerful novelist  
whose "The Red Republic" created much  
interest. HELEN MATHERS is a most brilliant  
story writer; MORLEY ROBERTS possesses  
an enthusiastic constituency; THE QUEEN OF  
ROMANIA is represented by a most pleasing  
story; FRED WISHAW's clever novels have  
been prescribed by the Russian Govern-  
ment; the REV. S. BARING-GOULD is an ever  
welcome old favorite; HOWARD FRASE is  
known as "The Northern Kipling"; H. J.  
ASHCROFT is a new novelist of exceptional  
promise; and JOHN FOSTER FRASE con-  
tributes one of his strong stories.

## THE MOST PRESSING REFORM IN THE NAVY.

BY  
SIR JOHN COLOMB, K.C.M.G., M.P.

I confess I do not like the word "reform"  
applied to the naval service. It implies a root-  
ing-up of the old order of things, and the set-  
ting-up of some system entirely new. The  
conditions of the service are complex, and its  
present constitution is the product of centuries  
of evolution. Certainly I am no advocate of  
sudden revolution in the navy, but I feel of  
this, that the organisation and training of the  
naval service is not up to date. I am the more  
free to declare that opinion owing to twenty-  
nine years having passed since I ventured to  
point out at the United Service Institution how  
the advance of mechanical science must affect the  
organisation and training of the personnel of  
the fleet. At that time the fleet was composed  
entirely of rigged ships. Now all effective  
fighting ships are mastless. That change has  
been a revolution, not a reform. During the  
same period, however, there has not been such  
marked changes in organisation and training as  
to justify the use of the word "reform" in de-  
scribing them. The principles of organisation  
adapted to a sailing fleet remain in full force  
and effect while the method of training officers  
and men for the service of the fleet is, at last,  
a matter of hot dispute between all the most  
distinguished admirals. The only points  
upon which all naval officers agree is that  
"sea-men" should be more at sea, and that  
the most important factor in the fighting effi-  
ciency of the fleet is the "man behind the gun."  
Those who have followed the controversy  
cannot fail to observe that the "steam-men,"  
that is the engineers, the artificers, and the  
stokers, are really at the centre of the argu-  
mentative circle, round the circumference of  
which the disposition runs. But little heed  
is taken of that fact, or at all events, it seems  
generally overlooked, that the "steam-man" has  
unwittingly become the most important place in the ship  
which was formerly occupied by the "sea-man." It  
is also a very curious feature of all these  
discussions that there is no common agreement  
among naval officers as to what a "seaman"  
really is, or should be, in these days of mastless  
ships, where everything is worked by machinery.

Before the question of "the training of sea-  
men" can be usefully discussed, a clear definition  
of the term is required. That is exactly what  
the naval authorities who engage in the con-  
troversy seem unable to give us. One officer says  
there is a great difference between a "seaman"  
gunner and a "sea gunner," and asserted that  
a "seaman gunner" could only be made by  
giving him preliminary training aloft with  
masts and yards. Then again, Admiral  
Fitzgerald says, "The sailor as we have hitherto  
known him cannot survive long, as there is no  
place for him on board a modern man-of-war."  
Admiral Sir Gerard Noel is all for masts and  
yards training, and he tells us, "To a seaman,  
the fact of being at sea in a steamship  
means that he has rather less to do than  
when his ship is in harbour," and further,  
"the seaman worthy of the name goes about  
envying the stoker who has something  
useful to do." The following further quotations  
from most eminent naval authorities will show  
what we have come to. The admiral at the  
Nore says, "The British bluejacket is the worst  
boat-sailor in the world." The late Commander-  
in-Chief of the Mediterranean fleet declares  
"that our men of war are not half as much at  
sea as they ought to be, and that even the gun-  
nery of our seamen is very far from satisfactory."  
The late Commander-in-Chief at Devonport is  
apparently of opinion that do what you will  
"the seamen of the present day would not take  
that real interest in seamanship they took in  
the past."

The present state of affairs in the Navy has  
been tersely and truly described by the most  
able lay authority on naval subjects, and the  
keenest of observers of naval thought, Mr. J. B.  
Thursfield. "The country," he says, "has  
given to the service a new navy of unexampled  
strength and efficiency in material. For its  
personnel, on the other hand, it has given it no  
commensurate training." For my own part,  
I think he might have added—nor adapted its  
organisation to modern requirements. It is  
impossible here to discuss further the question  
of training. Sufficient to observe that there  
seems to be a consensus of opinion that the  
present system is unsatisfactory and needs re-  
form. For my own part, while I think it desir-  
able that our young officers should have preli-  
minary training in sailing ships, I altogether op-  
pose that such training is necessary for the "man  
behind the gun." If the advocates of masts and  
yards training for men desire to reproduce the  
"ideal seaman" of the past, they should show  
that he is exactly the type of man suited to the  
present. Even then they must propose some  
employment for him in a mastless ship, and so  
prevent his having to wander about ships at  
sea "envying the stoker who has something  
useful to do."

As regards the training of the Execu-  
tive branch of the Navy, which numbers  
only 40 per cent. of total personnel of  
the fleet, it must be remembered that the  
commandant force of the fleet is a composite  
body, partly bluejackets and partly marines,  
the proportion being roughly about 2 bluejackets  
to 1 marine. The marine element is itself a  
composite force of Artillery and Infantry.  
The men of both branches are trained sea gunners,  
but the Artillery man receives the most elab-  
orate and expensive training in all land, as well  
as sea, ordnance. It must be noted that in cal-  
culation percentages, "boys" under training for  
the executive branch are excluded. Bluejackets  
and marines, being the constant branch of the  
naval service, fight the guns and use the weapons  
of the ship. The schools of gunnery training  
for bluejackets, marines, artillery and in-  
fantry alike, are on shore. The course of artillery  
training at these schools on shore is longer and  
more elaborate in the case of the marine artiller-  
y than that of the bluejacket. The blue-  
jackets, marine artillery, and marines, are all  
"sea gunners." The relative amount of sea  
experience of either of these three classes  
of "sea gunners" is a matter of accident. At  
the same gun in a ship, the marine artillery-  
man or infantryman may have, and often has,  
more sea experience than the bluejackets.  
Except as regards dress and name, mastless  
ships have abolished these marked differences  
which formerly existed between the bluejackets  
and marines. In the uniforms they are now  
more imaginary than real, but taken col-  
lectively the great difference lies in this—that  
the officers of the bluejackets are trained  
to handle ships, those of the marine service are  
not. Now it is curious that the youthful naval  
officer from the date of his being attached to  
the Gunnery branch of the Royal Navy ceases  
to keep regular watches, and never navigates a

vessel until he approaches middle age, and  
rises by seniority to command a ship. The  
theory and practice is this—that the experience  
he has gained in his "toys," and his subsequent  
opportunities of observing how ships are  
handled by his brother officers, who are not  
gunnery officers, suffices to qualify him fifteen  
or twenty years later to command and take  
charge of a ship.

The case of the officers of the torpedo branch  
is precisely similar. The service generally  
seems perfectly satisfied with the system, and  
evidence is thus afforded that steam and machi-  
nery have made the handling of a ship so  
simple a matter, that persistent and continuous  
training may not be necessary to qualify for  
command of our war vessels.

But the revolution in ships has ousted both  
bluejackets and marines, and replaced them  
with units of the engineer branch. Forty years  
ago when the fleet was composed of rigged  
ships, 80 per cent. of the personnel were blue-  
jackets and marines, i.e. 50 per cent. bluejackets  
and 30 per cent. marines, only 8 per cent. of  
the total personnel of the fleet belonged to  
the Engineer branch. Now only 60 per cent.  
are bluejackets and marines, i.e. 40 per cent.  
bluejackets and 20 per cent. marines, and the  
Engineer branch now forms 26 per cent. of  
the whole instead of 8 per cent. This process  
is still in progress. Yet the naval service and  
public are much more concerned in making  
provision for a great reserve of "sea-men" than  
of engineers, artificers, and stokers. Such is  
the force of naval tradition in the service and  
out of it.

The one thing clear, in the present state  
of things in the naval service, is the necessity  
of keeping our ships more at sea, and more  
constant practice of gunnery at sea. The  
first condition is easily fulfilled, but the second  
presents inherent difficulties. We cannot  
keep the whole of our fleet in commission,  
while we must have fully trained men always  
ready to man the vast number of ships in reserve.  
Naval officers prefer "sea gunners" to be blue-  
jackets rather than marine artillerymen. It is a  
natural professional prejudice, nothing more,  
plainly shown to be so by official Returns. These  
show that when fair competition between blue-  
jacket "sea gunners" and marine "sea gunners"  
has taken place by prize firing at sea, the  
marine wins more money per head than the  
bluejacket. Nevertheless no naval administrator  
can ignore a prejudice so strong.

The pressing reform therefore appears to me  
to be to give more sea training to the bluejackets  
as well as to the marines. For this reason do I  
advocate keeping the marine forces more in  
reserve, by garnisoning the naval bases and  
coaling stations abroad with marines under the  
Admiralty, and at the disposal of the Admi-  
ral on the stations. This was the policy so  
strenuously advocated by Sir James Graham—  
twice First Lord of the Admiralty. He insisted  
there was no difficulty in garnisoning the naval  
ports with marines and keeping the force still  
efficient as marines by working them round in  
rotation in the ships. Had this system been in  
operation on the China station, the Admiral  
would not have had to destroy the fighting  
efficiency of his ships to provide a force of less  
than 750 men for shore service. He would have  
brought his marines from Hongkong, where  
things began to be critical, and thus have been  
able to provide a landing force, while keeping  
his ships intact.

Lord St. Vincent strongly advocated fitting  
the army through the fleet as marines, and as a  
reserve for the sailing navy. The policy that  
great Admiral and administrator urged should  
be applied on a gigantic scale in days of  
sailing ships and pure seamanship. I venture to  
say, can be carried out on a small scale in days  
of mastless vessels and "steam-man-ships." I  
would substitute marine garnisons controlled by  
the admirals on the spot at our naval bases and  
coaling stations abroad, for the present garni-  
sons under the control of the War Office  
in London. I go further and say it is the  
"most pressing reform required in the Navy,"  
and offers to be of infinite advantage to the  
Army.

JOHN C. E. COLOMB.

MR. H. RUTTONJEE.

To successfully cater for the hordes at Christ-  
mas requires somewhat of a master mind,  
for there is an almost endless variety of wants  
necessary to complete the seasonable meal. Then  
Santa Claus requires a lot of attention between  
the fittings, and nothing must be wanting  
to bring up the rear of the train. From the  
steaming roasts and plain puddings down to  
Tom Smith's Christmas crackers is a long  
reach, and the busy housewife has all her work  
planned out to see that the wants of the family  
circle are supplied. A steady forethought is  
necessary if the season is to be made what it  
is really meant to be—festive in the true sense of  
the word. There must be forethought on the part  
of the provider as well as on the part of the  
consumer. The caterer must indent for his  
customer, and the latter in his turn must be  
discreet in his selection of the good things in-  
dented for. Mr. H. Ruttonjee has realised that  
something beyond the usual supply is requisite  
at the close of the year, and that it is the  
visitor's sense unimpaired and laid out before him  
all the seasonable fruits of the earth in abun-  
dant. Already there are evidences of satisfac-  
tion at his Yuletide conignment; for Mr.  
Ruttonjee himself in a memo to his patrons  
says—

"The patronage accorded to me is hereby  
testified by some of the certificates appended  
herewith from a few of my valued customers.  
The articles enumerated herein are guaranteed  
to be of superior quality, and no pains are  
spared in their selection. Costly port orders will  
be promptly and duly executed. Scrupulous care  
and attention will be brought to bear upon the  
selection of the goods." On entering the store the visitor is almost lost  
between a maze of boxes and packing cases,  
some opened and exhibiting to view bottled  
fruits and sweets, almonds, dates, &c., others  
unopened but placed in such a position as to be  
accessible to the shopman's hammer, while  
around at the rear are empty cases, the con-  
tents of which have gone out to adorn the  
tables of early purchasers. The store is almost  
too small to admit of an extended display.

Mr. Ruttonjee's specialties of 1900 are set  
forth in his advertisement elsewhere, and while  
the visitor is reading the printed list he has  
him, one of the attendants is cutting a Xmas  
cake, which is stated to have been made by  
Mr. R. R. Blunck who has had experience as a  
baker and confectioner for over a quarter of a  
century. That having been sampled the plum  
pudding is the next article produced, and  
with Huntly and Palmer's Xmas cakes and  
biscuits, quite a little stand-up luncheon is  
provided. Those around are then entertained to  
some crystallized fruit, and to a glass of spark-  
ling wine the visitor joins in the compliments  
of the season. To one who could provide his  
patrons with such exceptionally good and  
palatable viands for their Yuletide feast, hard-  
ly Mr. Ruttonjee states that he has a surprise in  
store for his loyal patrons, for within a few  
months his new and more commodious estab-  
lishment will be opened, and all their wants  
will be supplied upon a plan of cheapness,  
combined with an excellence of quality not to be  
equalled anywhere within the Colony.

## MR. FR. BLUNCK'S LACE STORE.

Beyond the colored painted letters on the  
pillars of the verandah facing the door of Mr.  
Blunck's store in the Queen's Road, the visitor  
can see nothing exceptional to cause him to stay  
a moment on his walk through the street. The  
front windows contain some specimens of lace  
work, but apparently there is nothing unusual in  
their display looking at it with a casual eye. To  
step inside and glance at the carefully laid out  
tables his attention would not be engrossed by  
anything beyond what can be seen any day in  
an ordinary haberdashery's shop. Yet folded up  
within the long cardboard boxes are specimens  
of silk lace work, the equal of which it would be  
hard to find the visitor is told were he to travel  
the country through. Indeed, in one respect  
Mr. Blunck says, they cannot be equalled,  
and that in the width of the laces, they are  
without a parallel, running as they do from  
1/4 inch to 17 inches wide. In an interview  
upon the question of these special widths  
of silk lace, Mr. Blunck was thus drawn out—  
"I defy competition in this respect, and say  
with all confidence, that there is not another house  
in China manufacturing material of such width.  
There is one exception, which I am sending to  
America to carry out an order sent me a few  
miles back—it is only one of many orders I am  
receiving from the other side where the ex-  
ceptional width has been introduced. The  
States are not alone in appreciating this silk  
workmanship for I have received many orders  
from Europe which I am now executing with the  
utmost despatch."

"Where is this manufactured?" asked the  
visitor.  
Mr. Blunck, unwinding a roll of lace from a  
long tin case with pardonable pride, answered, "I  
manufacture it in Canton, where I employ close  
upon two hundred and fifty workers. This can-  
not be beaten for workmanship, and for cheap-  
ness it certainly has the palm, because the  
middleman is avoided, and the purchaser receives  
his goods direct from the spot where they are  
manufactured from the raw material."  
The visitor is shown some capital got-up  
silk and linen lace collars, and a varied assort-  
ment of silk work, comprising—bedcovers table-  
covers of all sizes; serviettes; bureau scarfs;  
tablecentres, and doilies round and square; em-  
broidery by the yard for ladies dresses, as  
well as trappings; afternoon tea aprons; ladies  
handkerchiefs in all the latest designs in all  
white, white with blue, and blue with white;  
gracecloths by the piece and yard in white, pink  
and blue; silk embroidered cushions and cushion  
covers, dragon design; gentlemen's crocheted silk  
neckties in white, red, and black and blue; Chi-  
nese silk flags of all sizes, etc. Mr. Blunck states  
that he will send a full price list of his stock to  
any one on application being made to him at  
his Queen's Road establishment.

MESSRS. H. PRICE & CO.

This well-known firm of wine and spirit  
merchants advertise elsewhere a few special  
items from their large and well-selected stocks.  
Among the many lines they offer their patrons  
at this season we may mention Mead and Chan-  
don's Dry Imperial Champagne, Vintage 1893,  
a wine of the highest class. Club Whisky, a  
well matured spirit which is having a large  
sale, and "Blatz," the "Star Milwaukee Beer,"  
which has made its name famous "the world  
over."  
Two of the agencies which the firm hold were  
successful at the Paris Exhibition: the well  
known firm of Messrs. John Dewar & Sons,  
Limited, carried off the Grand prize (the high-  
est award for Scotch Whisky), and the growers  
of their Californian wines obtained a Gold  
medal. Messrs. Price & Co. have established a  
reputation for their high-class goods, a price  
list of which they will send on application.

MESSRS. FLINT & LANDOLT.

Messrs. Flint & Landolt recently purchased  
the "Pharmacy" at No. 10, Queen's Road.  
They are still carrying on the old established  
concern, and have added to it an extensive  
commission business. Among other commercial  
additions to their line may be mentioned their  
appointment as purveyors to the French Naval  
Authorities. Combined with this they are do-  
ing an extensive business with all the surround-  
ing French colonies. Mr. Flint hopes soon to  
be in a position to open out and develop the  
old established family business at present worked "A la Colonnade."

OTHER CHRISTMAS SHOWS.

Messrs. Caldwell, Macgregor & Co., the well-  
known wine merchants of Hongkong and the  
Far East, have on sale a large and varied stock  
of noted wines, spirits, &c. from the famous  
vineyards, distilleries, and breweries of both  
hemispheres, suitable as presents for the festive  
season.

The old established store of Messrs. Lane's  
Crawford & Co. is stocked with a varied assort-  
ment of Christmas and New Year gifts, com-  
prising fancy leather goods, electro-plated wares,  
and a large variety of toys, everything for the  
young and old; and the most noted viands  
for Christmas dinners.  
The store of Monsieur G. Girault is filled  
with a very fine assortment of French goods of  
the best quality, especially high-class French  
delicacies, toys, &c., suitable for presents.  
Those in quest of something new in the way  
of eatables or presents, may turn their steps to  
the store of Messrs. Kelly and Walsh, where  
they will find books in every range of literature  
suited for Christmas souvenirs for the young  
and old; besides a great variety of fancy goods.  
Messrs. Watkins, Limited, are displaying a  
large stock of chocolates in handsome plush  
and satin boxes, besides Bournville and the celebrated  
Schlitz Beer. A case of the last mentioned would  
do for a present.

The Victoria Dispensary is exhibiting the  
"Queen's Choice" liqueur Scotch whisky, pro-  
nounced by connoisseurs to be one of the finest  
whiskies ever imported here, and a good line in  
sweety chocolate, &c., &c.

The Robinson-Piano Company has in stock a  
large variety of pianos by all noted man-  
ufacturers, musical instruments and music well  
suited as presents at this season.

PRINTING OF ALL KINDS at the most  
moderate prices at  
THE "DAILY PRESS" OFFICE.  
All proofs are read and all work  
superintended by Englishmen. Always  
equal and generally superior to that  
done anywhere else. Estimates given  
promptly and delivered with accuracy.  
BOOKBINDING by European methods  
with the best materials, and under  
superior supervision at  
THE "DAILY PRESS" OFFICE.  
Always pronounced equal to home  
work, and prices very moderate.  
NOW READY  
BONGKONG WEEKLY PRESS  
JANUARY 1901  
Price 250  
HONGKONG DAILY PRESS  
HONGKONG

## XMAS! XMAS!! XMAS!!!

WE BEG TO INVITE INSPECTION OF OUR  
GRAND DISPLAY  
OF  
FANCY GOODS  
SUITABLE FOR CHRISTMAS PRESENTS,  
COMPRISING—  
ART BRONZES, GROUPES AND STATUETTES.  
OIL PAINTINGS, STEEL ENGRAVINGS,  
LAMPS, LIQUEUR SETS.  
ELECTRO-PLATED GOODS OF EVERY DESCRIPTION.  
FANS—OSTRICH FEATHER AND LACE.  
PLAQUES, VASES, TOILET SETS.  
DRESSING CASES, TRAVELLING BAGS,  
AND  
LEATHER GOODS OF EVERY DESCRIPTION.  
DRESDEN CHINAWARE.  
BRIAR AND MEERSCHAUM PIPES.  
MEERSCHAUM AND AMBER CIGAR AND CIGARETTE HOLDERS.  
TOYS! TOYS!!! TOYS!!!  
FRENCH AND GERMAN IN GREAT VARIETY AT  
MODERATE PRICES.

KRUSE & CO.

CONNAUGHT HOUSE.

## W. BREWER & CO.,

23 AND 25, QUEEN'S ROAD.

A LARGER VARIETY THAN EVER OF

## XMAS AND NEW YEAR CARDS.

A LARGER STOCK THAN EVER OF

BOOKS FOR BOYS, GIRLS AND INFANTS.

A LARGER STOCK THAN EVER OF

BOOKS SUITABLE FOR PRESENTS FOR ALL AGES.

GAMES OF ALL KINDS.

CIGARS, CIGARETTES, TOBACCO, PIPES IN CASES, TOBACCO POUCHES,  
CIGAR AND CIGARETTE CASES, &c.

LADIES' AND GENTLEMEN'S BOOTS AND SHOES.

[3152]

## LEVY HERMANOS.

FINE DISPLAY OF JEWELRY, DIAMOND JEWELRY AND  
WATCHES SUITABLE FOR XMAS AND NEW YEAR PRESENTS.

GOODS GENUINE AND PRICES MODERATE.

40, QUEEN'S ROAD CENTRAL.

Next door HONGKONG DISPENSARY.

TRADE MARK



FR. BLUNCK  
MANUFACTURER AND EXPORTER

REAL HAND MADE TORCHON LACE IN SILK,  
LINEN AND COTTON.

GRASSCLOTH EMBROIDERIES AND DRAWN WORK EMBROIDERIES

PONGEE SILK AND PONGEE PYJAMA SUITS

gobno.1 btl avudnisti 2 golla

No. 12, QUEEN'S ROAD CENTRAL, HONGKONG.



1221 Hongkong, 28th August, 1900.







## VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS-POSTE FRANCAIS.  
NOTICE.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERY, MADRAS,  
CALCUTTA, DIBOUTI, EGYPT,  
MARSEILLES, MEDITERRANEAN  
AND BLACK SEA PORTS,  
LONDON, HAVRE, BORDEAUX,  
ALSO  
PORTS OF BRAZIL AND RIVERPLATE.

ON MONDAY, the 17th December, 1900, at 1 P.M., the Company's Steamship "ERNEST SIMONS" Captain Durande, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSIT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Passengers until 3 P.M. on the 16th December. (Parcels are not to be sent on board, they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,  
Agent.  
Hongkong, 8th December, 1900.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"AKASHI MARU."  
Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 13th instant.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 6th December, 1900. [2524]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOERABAYA.

THE Company's Steamship

"SHANTUNG."  
Captain Quayle, will be despatched, as above on WEDNESDAY, the 13th instant.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 11th December, 1900. [3116]

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"TSINAN."  
Captain Anderson, will be despatched, as above on WEDNESDAY, the 13th instant.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 13th December, 1900. [3044]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(FOR M. SLOAN &amp; CO., HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"VERONA."  
Captain Hansen, will be despatched for the above port on FRIDAY, the 21st December.

For Freight, apply to  
CARLOWITZ & CO.,  
Agents.  
Hongkong, 8th December, 1900. [3008]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Company's Steamship

"CLYDE."  
Captain A. L. Valentin, carrying Her Majesty's Mails, will be despatched from this port for Bombay on SATURDAY, the 22nd December, at NOON, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to  
A. M. MARSHALL,  
Acting Superintendent.  
Hongkong, 10th December, 1900. [1]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANE.

THE Company's Steamship

"ANPING MARU."  
Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 26th December, at DAYLIGHT.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 12th December, 1900. [1443]

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to Call at MANILA.

THE Steamship

"HUDSON."  
will be despatched for the above port about the end of December, and will be followed by the Steamship

"POLAR ST. JEREN."  
about the middle of January, 1901.

For Freight, apply to  
DODWELL & CO., LTD.,  
Agents.  
Hongkong, 3rd December, 1900. [3045]

VESSELS ON THE BERTH  
TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
HONGKONG (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 13, 1900, at NOON.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Jan. 12, 1901, at NOON.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Feb. 7, 1901, at NOON.

THE Twin-Screw Steamship  
"HONGKONG MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 18th December, 1900, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,  
Agent.  
Hongkong, 26th November, 1900. [5]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, AND EUROPE.

MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Jan. 5, 1901, at NOON.

CORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Jan. 29, 1901, at NOON.

GALIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Feb. 23, 1901, at NOON.

THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 5th January, 1901, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.).

For further information as to Freight rates, &c., apply to  
J. S. VAN BUREN,  
Agent.  
Hongkong, 18th December, 1900. [3046]

## VESSELS ON THE BERTH

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Dec. 27, at NOON.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Jan. 22, 1901, at NOON.

CITY OF Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Feb. 14, 1901, at NOON.

THE Company's Steamship "CHINA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 27th December, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,  
Agent.  
Hongkong, 5th December, 1900. [3]

SHEWAN TOMES &amp; CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship  
"DEVONSHIRE" will be despatched for the above port on or about the 30th December, 1900.

For Freight, apply to  
SHEWAN TOMES & CO.,  
Agents.  
Hongkong, 8th December, 1900. [2858]

OREGON AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE OREGON RAILROAD &amp; NAVIGATION COMPANY.

PROPOSED SAILING FROM HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

TAKING CARGO TO JAPAN PORTS, THE UNITED STATES, AND CANADA.

THE Steamship  
"ADATO," 2,145, Captain J. McIntyre, will be despatched for or about 30th Dec. for PORTLAND (OR.) VIA MOJI, KOBE, and YOKOHAMA.

Through Bills of Lading issued to any point in the United States and Canada.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be accepted at the Office of the Underwriter until the same time. All Parcels should be marked to address in full.

Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond Portland (Or.), should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.).

For further information as to Freight rates, &c., apply to  
ARNHOLD, KARBURG & CO.,  
Agents.  
Hongkong, 24th November, 1900. [2048]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA STEAM NAVIGATION CO.'s fortnightly service to CALCUTTA. Sailings from CALCUTTA for CANTON every fortnight.

For Freight and further particulars, apply to  
DODWELL & CO., LIMITED,  
General Agents for China and Japan.  
Hongkong, 4th August, 1897. [4]

## VESSELS ON THE BERTH

CANADIAN PACIFIC RAILWAY COMPANY'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

THE Company's Steamship  
"TARTAR," Captain G. D. BOWLES, R.N.R., will leave Hongkong on or about MONDAY, the 31st December, 1900.

For VICTORIA AND VANCOUVER, B.C. (VIA INLAND SEA, KOBE AND YOKOHAMA), Making close connection at Vancouver with the Canadian Pacific Railway for all points in Eastern Canada, the United States and Europe.

For Freight or Passage, apply to  
D. E. BROWN,  
General Agent, Hongkong.  
Hongkong, 10th December, 1900. [3108]

FOR NEW YORK.

THE 3 L II British Bark  
"R. MORROW," Captain Douglas, having arrived, is now loading here for the above port and will have quick despatch.

For Freight, apply to  
ARNHOLD, KARBURG & CO.,  
Hongkong, 13th December, 1900. [2883]

NOTICES TO CONSIGNEES

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "DUKE OF FIFE."

FROM TACOMA, VICTORIA AND KOBE.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Consignees are required to sign Average Bond which is lying in the Office of the undersigned and pay deposit of 5 per cent. on the value of their goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED,  
Agents.  
Hongkong, 11th December, 1900. [10]

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where such consignments will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:-  
From London, ex s.s. Victoria.  
From Australia, ex s.s. Oceana.  
From Persian Gulf, ex s.s. B. I. S. N. and B. P. S. N. Co.'s steamers.  
From Aden, ex s.s. Nizam.

Optional goods will be landed here unless instructions are given to the contrary before 9 A.M. TO-DAY.

Goods not cleared by the 16th instant, at 4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

A. M. MARSHALL,  
Acting Superintendent.  
Hongkong, 10th December, 1900. [1]

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINCESS HEENE," OF THE NORDDEUTSCHER LOYD.

The above named steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th December will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 15th December, and THURSDAY, the 20th December, at 9.30 A.M.

All claims must reach us before the 22nd December, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LOYD.  
MELCHERS & CO.,  
Agents.  
Hongkong, 10th December, 1900. [8]

NAVIGAZIONE GENERALE ITALIANA (FIORIO &amp; RUBATINO UNITED COMPANIES).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"BOEMIDA,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 16th instant will be subject to rent.

Bills of Lading will be countersigned by the undersigned.

For Freight and further particulars, apply to  
CARLOWITZ & CO.,  
Agents.  
Hongkong, 1st December, 1900. [7]

## INTIMATIONS.

PERSEVERANCE LODGE OF HONGKONG, No. 1,165.

A REGULAR MEETING OF THE PERSEVERANCE LODGE will be held at the PERSEVERANCE HALL on MONDAY, the 17th instant, at 5 for 5.30 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 10th December, 1900. [3106]

DAVID CORSE &amp; SON'S

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARPAULING

ARNHOLD, KARBURG &amp; CO., Sole Agents.

QUAN WAH &amp; CO.,

ITALIAN MARBLE AND GRANITE MONUMENTS.

DESIGNS &amp; PRICES ON APPLICATION

At No. 1, Queen's Road East, Hongkong

Hongkong, 17th October, 1899. [2648]

FOR SALE.

NEW LEE ENFIELD 303 MATCH RIFLE COMPLETE.

ELEY'S SPORTING CARTRIDGES.

EVERY KIND OF SPORTING REQUISITE.

WM. SCHMIDT &amp; CO.,

Gunsmiths.

Hongkong, 22nd September, 1900. [1213]

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER

is obtained by the Water Bots, as FOUR WATER is the cause of much Sickness on board Ship.

We are the ONLY WATER BOT COMPANY in HONGKONG EXCLUSIVELY supplying FILTERED WATER.

CALL FLAG W.  
J. W. KEW & CO.,  
STEAM WATER BOT COMPANY.  
Hongkong, 9th October, 1895. [3133]

CARMICHAEL &amp; BARLOW,

CONSULTING ENGINEERS, SURVEYORS, AND CONTRACTORS.

QUEEN'S BUILDINGS.

DESIGNS and Specifications prepared for any class of Steamships, Launches and light draught vessels a specialty. Contractors for the supply and erecting of any type of machinery. New work and repairs supervised. Now and second hand Launches for Sale.

Telegrams, "CHIEF," Hongkong.  
Telephone, 232.

H. F. CARMICHAEL,  
D. J. BARLOW.  
Hongkong, 1st June, 1899. [3021]



## POST OFFICE NOTICES.

The China, with the English Mail of the 20th ult., left Yokohama on Wednesday, the 12th inst. at daylight, and may be expected here on or about Thursday, the 20th inst.  
The Salazie, with the French Mail of the 16th ult., left Colombo on Sunday, the 9th inst. at 3 p.m., and may be expected here on or about Monday, the 24th inst. This Packet brings replies to letters despatched from Hongkong on the 13th October.

## MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Singapore	Sootra	Saturday, 15th, 11.00 A.M.
Meji, Kobe, Yokohama, Victoria, B. C., and Tacoma	Glenogle	Saturday, 15th, 11.00 A.M.
Quangchow Wan	Naochau	Saturday, 15th, 2.00 P.M.
Shanghai	Fushan	Saturday, 15th, 2.00 P.M.
Kumchuk and Samshui	Saikong	Saturday, 15th, 4.00 P.M.
Pakhoi	Hailan	Saturday, 15th, 5.00 P.M.
Swatow, Amoy and Tamsui	Tamsui Maru	Saturday, 15th, 5.00 P.M.
Hoihow and Haiphong	Hongkong	Sunday, 16th, 9.00 A.M.
EUROPE, &c., India via Tutuorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		
Shanghai	Tatung	Monday, 17th, 3.00 P.M.
Kobe, Yokohama, San Diego and San Francisco	Carlele City	Monday, 17th, 3.00 P.M.
Kumchuk and Samshui	Saikong	Monday, 17th, 4.00 P.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the Mail. Extra Postage 10 cents)		
Manila, Cebu and Iloilo	Kaifong	Tuesday, 18th, 3.00 P.M.
Shanghai, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER, B.C. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)	Perla	Tuesday, 18th, 4.00 P.M.
Samarang and Sourabaya	Empress of Japan	Wednesday, 19th, 3.00 P.M.
Yokohama and Kobe	Shangtung	Wednesday, 19th, 3.00 P.M.
Manila	Sungkiang	Thursday, 20th, 3.00 P.M.
EUROPE, &c., India via Tutuorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		
Shanghai	Clyde	Friday, 21st, 3.00 P.M.

## TO-DAY.

Sale, Cloth, etc., Sales Rooms, Mr. V. I. Remedios, 2.30 p.m.  
Concert, R. E. Theatre, Wellington Barracks, 8 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

FRIDAY, 14th December.

ON LONDON.—	Telegraphic Transfer	21/2
Bank Bills, on demand	21/2	
Bank Bills, at 30 days sight	21/2	
Bank Bills, at 4 months sight	21/2	
Credits, at 4 months sight	21/2	
Documentary Bills, 4 months sight	21/2	
ON PARIS.—	Bank Bills, on demand	204
Credits, at 4 months sight	204	
ON GERMANY.—	On demand	215
ON NEW YORK.—	Bank Bills, on demand	51
Credits, 60 days sight	52	
ON BOMBAY.—	Telegraphic Transfer	150
On demand	150	
ON CALCUTTA.—	Telegraphic Transfer	150
On demand	150	
ON SHANGHAI.—	Bank, at sight	71
Private, 30 days sight	72	
ON YOKOHAMA.—	On demand	3 p.c. dis.
ON MANILA.—	On demand	1 p.c. dis.
ON SINGAPORE.—	On demand	1 p.c. pm.
ON BATAVIA.—	On demand	126
ON HAIIPHONG.—	On demand	2 p.c. pm.
ON SAIGON.—	On demand	1 p.c. pm.
ON BANGKOK.—	On demand	60
SUBSCRIPTIONS, Bank's Buying Rate	9.40	
GOLD LEAF, 100 fine, per seal	49.50	
BAR SILVER, per oz.	29 1/2	

## OPIUM.

Quotations are—	Allow on net to 1 cent.
Malwa New	\$800 to \$810 per picul.
Malwa Old	\$820 to \$830
Malwa Old	\$840 to —
P.P. per wrapped	\$850
Peruvian fine quality	\$870
Peruvian extra fine	to \$920
Patna New	\$897 to — per chest.
Patna Old	to —
Benares New	\$895 to —
Benares Old	to —

## VESSELS EXPECTED.

THE INDIAN MAIL.	
The steamer <i>Arcton</i> from Calcutta, left Singapore for this port on the 9th inst. at daylight.	
THE AMERICAN MAIL.	
The P. M. steamer <i>China</i> , with mails, &c., from San Francisco to the 20th ult., via Honolulu, has arrived at Yokohama and left for this port on the 12th inst. via Inland Sea, Kobe, Nagasaki and Shanghai.	
The O. & S. steamer <i>Doric</i> , with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 28th ult.	
THE CANADIAN MAIL.	
The C. P. R. steamer <i>Empress of China</i> left Vancouver for Hongkong via usual ports of call on Thursday, a.m., the 6th inst.	
MERCHANT STEAMERS.	
The H. A. L. steamer <i>Sonia</i> , from Hamburg, left Singapore for this port on the 13th inst., and may be expected here on or about the 19th inst.	
The N. Y. K. steamer <i>Kagoshima Maru</i> (Bombay Line) left Bombay via ports for this port on the 13th inst., and is expected to arrive here on the 20th inst.	
The N. P. steamer <i>Queen Adelaide</i> has arrived at Yokohama and sailed for Hongkong on the 6th inst.	
The N. P. steamer <i>Victoria</i> has arrived at Yokohama and sailed for Hongkong on the 11th inst.	
STEAMERS PASSED THE CANAL.	
OUTWARD.—8th Nov.— <i>Volturno</i> , <i>Natasha</i> , <i>Riverdale</i> , 9th Nov.— <i>Izumi</i> , 13th Nov.— <i>Malacca</i> , <i>Ohio</i> , <i>Odesa</i> , <i>Sambra</i> , 16th Nov.— <i>Yushun</i> , 20th Nov.— <i>Sarpedon</i> , <i>Melbourne</i> , <i>Freiburg</i> , <i>Ashton</i> , 23rd Nov.— <i>Maria de Lourdes</i> , <i>Kanagawa Maru</i> , 27th Nov.— <i>Java</i> , <i>Salazie</i> , 30th Nov.— <i>Acara</i> , <i>Anapa</i> .	

## JOINT STOCK SHARES.

HONGKONG, 14th December.

Stocks	No. of Shares	Last Dividend	Current Quotations
BANKS.			
Hongkong and Shanghai Banking Corporation	80,000	11608 per share for 1st half year 1900	327 p.c. pr. = \$381, London 257
Bank of China & Japan, Ltd.	100,000	None	25 1/2
Do. Deferred	1,250	None	25 1/2
National Bank of China, Ltd.	10,000	2/3 for 1899	25 1/2 buyers
Do. Fomdered Shares	10,000	2/3 for 1899	25 1/2 buyers
MARINE INSURANCE.			
Union Ins. Society, Ltd.	10,000	40 p.c. = \$20 for 1899	\$24, sales & sellers
China Traders Ins. Co., Ltd.	24,000	10 p.c. = \$5 for 1899	\$50, sellers
North China Ins. Co., Ltd.	5,000	10 p.c. = \$5 for 1899	71s. 17 1/2, sellers
Yangtze Ins. Assn., Ltd.	6,000	10 p.c. = \$5 for 1899	\$110, buyers
Canton Ins. Office, Ltd.	10,000	10 p.c. = \$5 for 1899	\$145, buyers
Shanghai Ins. Co., Ltd.	30,000	10 p.c. = \$5 for 1899	\$1, buyers
FIRE INSURANCE.			
Hongkong Fire Ins. Co., Ltd.	8,000	227 for 1899	\$295, sellers
China Fire Ins. Co., Ltd.	20,000	227 for 1899	\$75, buyers
SHIPPING.			
Hongkong, Canton and Macao S. S. Co., Ltd.	80,000	\$1.20 for half year ended 30-6-1900	\$333, sellers
Indo-China S. S. Co., Ltd.	60,000	9 p.c. = \$4.50 for 1899	\$90, sellers
China & Manila S. S. Co., Ltd.	14,000	20 p.c. for 1899	\$85, sellers
Douglas Steamship Co., Ltd.	20,000	12 p.c. for year ending 30-6-1900	\$18, buyers
China Mutual S. S. Co., Ltd.	20,000	12 p.c. for year ending 30-6-1900	\$18, buyers
Do. Ordinary	20,000	12 p.c. for year ending 30-6-1900	\$18, buyers
Do. do.	20,000	12 p.c. for year ending 30-6-1900	\$18, buyers
Star Ferry Co., Limited	10,000	10 p.c. for year ending 30-6-1900	\$18, buyers
Shell Transport & Trading Co., Limited	3,000,000	10 p.c. for year ending 30-6-1900	\$18, buyers
REFINERIES.			
China Sugar Refining Co., Ltd.	20,000	100 for 1899	\$122, sellers
Luzon Sugar Refining Co., Ltd.	7,000	100 for 1899	\$36, buyers
MINING.			
Punjom Mining Co., Ltd.	60,000	100 for 1899	\$34, sellers
Do. Preference	90,000	100 for 1899	\$34, sellers
Societe Fran. des Charbonnages de l'Indochine	16,000	100 for 1899	\$30, buyers
Quang Nam Mining, Limited	400,000	100 for 1899	\$30, buyers
Jelesu Mining and Trading Company, Ltd.	45,000	100 for 1899	\$30, buyers
Raub Australian Gold Mining Co., Limited	200,000	100 for 1899	\$30, buyers
Oliver's Freehold Mines, Limited	15,000	100 for 1899	\$30, buyers
Great Eastern and Col. Gold Mining Co., Ltd.	14,000	100 for 1899	\$30, buyers
Do. Preference	70,000	100 for 1899	\$30, buyers
DOCKS, WHARVES, &c.			
Hongkong and Whampoa Dock Co., Limited	12,500	112 1/2 for 1899	\$45 per c.p. = \$508.25
Hongkong and Kowloon Wharf and Godown Co., Ltd.	30,000	100 for 1899	\$55, buyers
Wanchai Warehouse and Storage Co., Ltd.	2,800	100 for 1899	\$54, buyers
New Amoy Dock Co., Ltd.	6,000	100 for 1899	\$54, buyers
LANDS, MOTELS & BUILDINGS.			
Hongkong Land Investment & Agency Co., Ltd.	50,000	100 for 1899	\$158, buyers
Great Eastern and Col. Gold Mining Co., Ltd.	6,000	100 for 1899	\$158, buyers
West Point Building Company, Limited	12,500	100 for 1899	\$158, buyers
Hongkong Hotel Company, Limited	12,500	100 for 1899	\$158, buyers
Oriente Hotel Co., Limited	7,000	100 for 1899	\$158, buyers
Humphreys Est. & Fin. Co.	100,000	100 for 1899	\$158, buyers
COTTON MILLS.			
Ewo Cotton Spinning & Weaving Co., Ltd.	17,500	100 for 1899	\$158, buyers
International Cotton Spinning & Weaving Co., Ltd.	10,000	100 for 1899	\$158, buyers
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	100 for 1899	\$158, buyers
Soy Chee Cotton Spinning & Weaving Co., Ltd.	2,000	100 for 1899	\$158, buyers
Yahong Cotton Spinning & Weaving Co., Ltd.	7,800	100 for 1899	\$158, buyers
Wear & Dye Co., Ltd.	15,000	100 for 1899	\$158, buyers
MISCELLANEOUS.			
Green Island Cement Co., Ltd.	30,000	100 for 1899	\$158, buyers
China Portland Cement Co., Ltd.	7,000	100 for 1899	\$158, buyers
A. S. Watson & Co., Ltd.	60,000	100 for 1899	\$158, buyers
Hongkong Electric Co., Ltd.	80,000	100 for 1899	\$158, buyers
Hongkong and China Gas Company, Limited	7,000	100 for 1899	\$158, buyers
Hongkong Cold Storage Co., Ltd.	10,000	100 for 1899	\$158, buyers
Geo. Pawlick & Co., Ltd.	6,000	100 for 1899	\$158, buyers
Hongkong Ice Co., Ltd.	6,000	100 for 1899	\$158, buyers
Hongkong High Level Tramways Co., Ltd.	1,200	100 for 1899	\$158, buyers
Dairy Farm Co., Ltd.	10,000	100 for 1899	\$158, buyers
Carmichael & Co., Ltd.	2,000	100 for 1899	\$158, buyers
Hk. & China Bakery Co., Ltd.	6,000	100 for 1899	\$158, buyers
Campbell, Moore & Co., Ltd.	1,200	100 for 1899	\$158, buyers
Bell & Ashby & Co., Ltd.	1,200	100 for 1899	\$158, buyers
United Asbestos Co., Ltd.	1,200	100 for 1899	\$158, buyers
Agency, Limited	1,200	100 for 1899	\$158, buyers
Tehran Planting Co., Ltd.	20,000	100 for 1899	\$158, buyers
China Provident Loan & Mortgage Co., Ltd.	50,000	100 for 1899	\$158, buyers
Watkins, Limited	10,000	100 for 1899	\$158, buyers
Universal Trading Co.	50,000	100 for 1899	\$158, buyers
Quong Co., Ltd.	200	100 for 1899	\$158, buyers
Alumina, Limited	200	100 for 1899	\$158, buyers
La Commercial, Limited	200	100 for 1899	\$158, buyers
Hensiana, Limited	200	100 for 1899	\$158, buyers
La Favorita, Limited	200	100 for 1899	\$158, buyers

## MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK" NAGASAKI. A.I.A.C. Scotts and Engineering Codes Used.

DOCK No. 1 (at TATEGAMI).	523 feet.
Length on Blocks	513
Width of Entrance on Top	89
Width of Entrance on Bottom	77
Water on Blocks at Spring Tide	29 1/2
DOCK No. 2 (at MUKAJIMA).	371 feet.
Length on Blocks	350
Width of Entrance on Top	66
Width of Entrance on Bottom	53
Water on Blocks at Spring Tide	22

PATENT SLIP (at KOSUGE). Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVED MACHINERY and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS. THE COMPANY has a POWERFUL SALVAGE PLANT READY AT SHORT NOTICE. [1619]

DON'T COUGH—USE DON'T COUGH—USE DON'T COUGH—USE DON'T COUGH—USE DON'T COUGH—USE

There is absolutely no remedy so speedy and effective. One Lounce alone will cure. Simple, but sure in action, they can be taken by the most delicate.

KEATING'S LOZENGES. KEATING'S LOZENGES. KEATING'S LOZENGES. KEATING'S LOZENGES. KEATING'S LOZENGES.

UTTERLY UNVALUED. UTTERLY UNVALUED. UTTERLY UNVALUED. UTTERLY UNVALUED. UTTERLY UNVALUED.

BOMBAY-BURMAH TRADING CORPORATION, LIMITED. BANGKOK AND RANGOON.

TRAK SQUARE, PLANKS, BOARDS AND SCANTLINGS, PLANKED, TONGUED, AND GROOVED. BOARDS FOR FLOORING, CEILING, WALLING, &c. TRAK SQUARES FOR ROOFING. PINEADOE RAILWAY SLEEPERS for all GAUGES. Rates Supplied and Orders Booked by JARDINE, MATHESON & CO. Hongkong, 3rd May, 1895. [2731]

POHOOMULL BROTHERS, 57 & 59, QUEEN'S ROAD CENTRAL, WHOLESALE AND RETAIL IMPORTERS AND EXPORTERS.

INDIAN, Chinese and Japanese Silk Goods for Ladies and Gentlemen, and other Articles. Oriental Embroidery, Rugs and Carpets. Jewelry, Cashmere Shawls, Ivory, Sandalwood and Tortoise-shell Wares, Caricatures and Fancy Goods. INSPECTION IS SOLICITED. Hongkong, 8th November, 1900. [2795]

CARTRIDGES. NOBEL'S SPORTING BALLISTITE. Absolutely Smokeless and Water-resisting. THE BEST NITRO-POWDER IN THE WORLD. PRICE OF 12-BORE CARTRIDGES—Loaded with With Powder Powder only, and 1 oz. of Shot. Primrose Cases \$3.65. Remington Cases \$2.25. Ejector Brass Cases \$3.00. 5 per cent. discount on orders of 1,000 and over. Apply to Wm. SCHMIDT & CO. Gunmakers, Hongkong. [187]

YEE SANG & CO. COAL MERCHANTS. has always on hand LARGE STOCKS EVERY DESCRIPTION OF COAL. Address—Care of Messrs. Kwoon Sang & Co. No. 144, DES VUEX ROAD. [2731]

MITSUI BUSSAN KAISHA No. 6, ICE HOUSE STREET, PRATA CENTRAL.

Head Office—TOKYO. Branch Office—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWKOW, and all Ports in JAPAN.

AGENCIES:—Mitsui Coal Mines, Kanagawa Coal Mines, Hokkaido Coal Mines, Tohoku Coal Mines, No. 1 Ohtsuji Coal Mines, Ichinawa Coal Mines, Kishima Coal Mines, Yohko Coal Mines, Yamato Coal Mines, Manawa Coal Mines, The Osaka Shosen Kaisha, Limited, Tokio Marine Insurance Co., Limited, Meiji Fire Insurance Co., Limited, Kanagawa Cotton Spinning Mills, Shanghai Cotton Spinning Mills, Tokio Cotton Spinning Mills, Osaka Cotton Spinning Mills, Imperial Government Paper Mills, MITSUI BUSSAN KAISHA, M. FUJISE, Manager. [2731]

CARBOLINEUM-AVENARIUS Used for OVER TWENTY YEARS. Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness. Sole Agents for China, LUTGENS, EINHARTMAN & CO. Hongkong, 31st August, 1897. [2731]

## THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 13th DECEMBER, P.M.

CHINA COAST METEOROLOGICAL REGISTER, 19th DECEMBER, P.M.						
STATION.	Hour.	Barometer reduced to sea level and 32° Fahr.	Thermom. 5 p.m.	Humidity.	Wind.	Weather.
17th DECEMBER, A.M.						
Victoria Peak	12 p.	30.02	60	75	SW	bc
Tokyo	"	30.19	59	75	W	bc
Kobe	"	30.19	59	75	W	bc
Nagasaki	"	30.19	59	75	W	bc
Kagoshima	"	30.19	59	75	W	bc
Yokohama	1 p.	30.31	60	76	W	bc
Manila	"	30.16	58	74	W	bc
Cebu	"	30.19	59	75	W	bc
Iloilo	"	30.19	59	75	W	bc
Swatow	"	30.19	59	75	W	bc
Amoy	"	30.19	59	75	W	bc
Shanghai	3 p.	30.43	60	76	NNE	bc
Hangchow	"	30.39	60	75	N	bc
Wuchow	"	30.31	60	71	N	bc
Chungking	"	30.15	60	70	N	bc
Yenchow	"	30.18	73	68	N	bc
Wuchang	4 p.	30.19	66	70	NNE	bc
Yunnan	"	30.17	66	70	N	bc
Guangzhou	"	30.18	70	70	N	bc
Shenzhen	1 p.	30.17	69	70	N	bc
Guangdong	"	30.18	70	70	N	bc
Guangxi	3 p.	30.06	62	85	SW	bc
Yunnan	"	30.06	62	85	SW	bc
Iloilo	"	29.99	75	81	N	bc
Cebu	"	30.03	76	81	N	bc
S. S. James	"	30.03	76	81	N	bc
14th DECEMBER, A.M.						
Victoria Peak	7 a.	30.02	60	75	SW	bc
Tokyo	10 a.	30.19	59	75	W	bc
Kobe	"	30.19	59	75	W	bc
Nagasaki	"	30.19	59	75	W	bc
Kagoshima	"	30.19	59	75	W	bc
Yokohama	5 a.	31.24	60	76	N	bc
Manila	"	30.23	59	75	N	bc
Cebu	"	30.22	59	75	N	bc
Iloilo	"	30.23	59	75	N	bc
Swatow	"	30.23	59	75	N	bc
Amoy	"	30.23	59	75	N	bc
Shanghai	9 a.	30.33	60	76	N	bc
Hangchow	"	30.25	62	83	N	bc
Wuchow	"	30.29	62	83	N	bc
Chungking	"	30.29	67	84	N	bc
Yenchow	10 a.	30.27	68	72	NNE	bc
Wuchang	"	30.25	68	72	N	bc
Yunnan	"	30.25	68	72	N	bc
Guangzhou	"	30.27	72	72	N	bc
Shenzhen	7 a.	30.08	82	77	W	bc
Guangdong	"	30.08	82	77	W	bc
Guangxi	9 a.	30.08	81	77	N	bc
Yunnan	"	29.96	81	77	N	bc
Iloilo	"	29.96	81	77	N	bc
Cebu	"	30.02	83	81	N	bc
S. S. James	7 a.	30.02	83	81	N	bc

On the 14th at 11.45 a.m. The barometer has fallen to 30.02 at Victoria Peak. In the North. Pressure has fallen over Japan. Gradually the coast, moderate to fresh monsoon in the N. part of the China Sea. Forecast for 15th, N. winds, moderate; fair.